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U.S. Bureau of foreign commerce  
**COMMERCIAL RELATIONS**

OF THE

**UNITED STATES**

WITH

**FOREIGN COUNTRIES**

DURING

**THE YEAR 1902.**

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IN TWO VOLUMES.

**VOLUME I.**

---

**ISSUED FROM THE BUREAU OF FOREIGN COMMERCE,  
DEPARTMENT OF STATE.**

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**WASHINGTON:**

**GOVERNMENT PRINTING OFFICE.**

**1903.**



Apr 6, 1925

# PUBLICATIONS OF THE BUREAU OF FOREIGN COMMERCE.\*

- The publications of the Bureau of Foreign Commerce, Department of State, are:
- I.—COMMERCIAL RELATIONS, being the annual reports of consular officers on the commerce, industries, navigation, etc., of their districts.
  - II.—REVIEW OF WORLD'S COMMERCE, being a summary of the annual reports contained in Commercial Relations.
  - III.—CONSULAR REPORTS, issued monthly, and containing miscellaneous reports from diplomatic and consular officers.
  - IV.—ADVANCE SHEETS, CONSULAR REPORTS, issued daily, except Sundays and legal holidays, for the convenience of the newspaper press, commercial and manufacturing organizations, etc.
  - V.—EXPORTS DECLARED FOR THE UNITED STATES, issued quarterly, and containing the declared values of exports from the various consular districts to the United States for the preceding three months. There is also issued an annual edition of Declared Exports, embracing the returns for the fiscal year.
  - VI.—SPECIAL CONSULAR REPORTS, containing series of reports from consular officers on particular subjects, made in pursuance to instructions from the Department.

Following are the special publications issued by the Bureau prior to 1890:

Labor in Europe, 1878, one volume; Labor in Foreign Countries, 1884, three volumes; Commerce of the World and the Share of the United States Therein, 1879; Commerce of the World and the Share of the United States Therein, 1880-81; Declared Exports for the United States, First and Second Quarters, 1883; Declared Exports for the United States, Third and Fourth Quarters, 1883; Cholera in Europe in 1884, 1885; Trade Guilds of Europe, 1885; The Licorice Plant, 1885; Forestry in Europe, 1887; Emigration and Immigration, 1885-86 (a portion of this work was published as CONSULAR REPORTS No. 76, for the month of April, 1887); Rice Pounding in Europe, 1887; Sugar of Milk, 1887; Wool Scouring in Belgium, 1887; Cattle and Dairy Farming in Foreign Countries, 1888 (issued first in one volume, afterwards in two volumes); Technical Education in Europe, 1888; Tariffs of Central America and the British West Indies, 1890.

The editions of all these publications except Tariffs in Central America, etc., are exhausted, and the Department is therefore unable to supply copies.

In 1890, the Department decided to publish reports on special subjects in separate form, to be entitled SPECIAL CONSULAR REPORTS. There are now the following SPECIAL CONSULAR REPORTS:

- Vol. 1 (1890).—Cotton Textiles in Foreign Countries; Flies in Spanish America; Carpet Manufacture in Foreign Countries; Malt and Beer in Spanish America, and Fruit Culture in Foreign Countries.
- Vol. 2 (1890 and 1891).—Refrigerators and Food Preservation in Foreign Countries; European Emigration; Olive Culture in the Alps Maritimes, and Beet-Sugar Industry and Flax Cultivation in Foreign Countries.
- Vol. 3 (1891).—Streets and Highways in Foreign Countries. (New edition, 1897.)
- Vol. 4 (1891).—Port Regulations in Foreign Countries.
- Vol. 5 (1891).—Canals and Irrigation in Foreign Countries. (New edition, 1896.)
- Vol. 6 (1891 and 1892).—Coal and Coal Consumption in Spanish America; Gas in Foreign Countries, and India Rubber.
- Vol. 7 (1892).—The Slave Trade in Foreign Countries and Tariffs of Foreign Countries.
- Vol. 8 (1892).—Fire and Building Regulations in Foreign Countries.
- Vol. 9 (1892 and 1893).—Australian Sheep and Wool, and Vagrancy and Public Charities in Foreign Countries.
- Vol. 10 (1894).—Lead and Zinc Mining in Foreign Countries, and Extension of Markets for American Flour. (New edition, 1897.)
- Vol. 11 (1894).—American Lumber in Foreign Markets. (New edition, 1897.)
- Vol. 12 (1895).—Highways of Commerce. (New edition, 1899.)
- Vol. 13 (1896 and 1897).—Money and Prices in Foreign Countries.
- Vol. 14 (1898).—The Drug Trade in Foreign Countries.
- Vol. 15 (1898).—Part I. Soap Trade in Foreign Countries; Screws, Nuts, and Bolts in Foreign Countries; Argols in Europe; Rabbits and Rabbit Furs in Europe, and Cultivation of Ramie in Foreign Countries. Part II. Sericulture and Silk Reeling and Cultivation of the English Walnut.
- Vol. 16 (1899).—Tariffs of Foreign Countries. Part I. Europe. Part II. America. Part III. Asia, Africa, Australasia, and Polynesia. Supplement (1900). Tariffs of Chile and Nicaragua.
- Vol. 17 (1899).—Disposal of Sewage and Garbage in Foreign Countries; Foreign Trade in Coal Tar and By-Products.
- Vol. 18 (1900).—Merchant Marine of Foreign Countries.
- Vol. 19 (1900).—Paper in Foreign Countries; Uses of Wood Pulp.
- Vol. 20 (1900).—Part I. Book Cloth in Foreign Countries; Market for Ready-Made Clothing in Latin America; Foreign Imports of American Tobacco, and Cigar and Cigarette Industry in Latin America. Part II. School Gardens in Europe. Part III. The Slave Trade in Foreign Countries.
- Vol. 21 (1900).—Part I. Foreign Markets for American Coal. Part II. Vehicle Industry in Europe. Part III. Trusts and Trade Combinations in Europe.
- Vol. 22 (1900 and 1901).—Part I. Acetic Acid in Foreign Countries. Part II. Mineral Water Industry. Part III. Foreign Trade in Heating and Cooking Stoves.
- Vol. 23 (1901 and 1902).—Part I. Gas and Oil Engines in Foreign Countries. Part II. Silver and Plated Ware in Foreign Countries.
- Vol. 24 (1902).—Creameries in Foreign Countries.
- Vol. 25 (1902).—Stored Goods as Collateral for Loans.

Of these SPECIAL CONSULAR REPORTS, Australian Sheep and Wool, Cotton Textiles in Foreign Countries, Flies in Spanish America, Fire and Building Regulations, Fruit Culture, Gas in Foreign Countries, India Rubber, Lead and Zinc Mining, Malt and Beer in Spanish America, Port Regulations, Refrigerators and Food Preservation, Sericulture, etc., are exhausted, and no copies can be supplied by the Department.

There was also published, in 1899, Proclamations and Decrees during the War with Spain, comprising neutrality circulars issued by foreign countries, proclamations by the President, orders of the War and Navy Departments, and war decrees of Spain.

Of the monthly CONSULAR REPORTS, many numbers are exhausted or so reduced that the Department is unable to accede to requests for copies. Of the publications of the Bureau available for distribution, copies are mailed to applicants without charge. In view of the scarcity of certain numbers, the Bureau will be grateful for the return of any copies of the monthly or special reports which recipients do not care to retain. Upon notification of willingness to return such copies, the Department will forward franking labels to be used in lieu of postage in the United States, Canada, the Hawaiian and Philippine Islands, Porto Rico, and Mexico.

Persons receiving CONSULAR REPORTS regularly, who change their addresses, should give the old as well as the new address in notifying the Bureau of the fact.

In order to prevent confusion with other Department bureaus, all communications relating to Consular Reports should be carefully addressed, "Chief, Bureau of Foreign Commerce, Department of State, Washington, U. S. A."

\* Formerly Bureau of Statistics. Name changed to Bureau of Foreign Commerce by order of the Secretary of State, July 1, 1897.

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### EXPLANATORY.

Owing to the omission of Congress to provide for printing the usual number of copies of Commercial Relations of the United States for the year 1902, and of the Review of the World's Commerce (introductory thereto), the Department of State is unable to supply copies except for official purposes.

Commercial Relations is wholly distinct from the daily and monthly publications, Consular Reports, the latter dealing with current subjects of importance, while Commercial Relations deals only with annual reports and statistics.

Applications for publications should be addressed:

CHIEF,

BUREAU OF FOREIGN COMMERCE,

DEPARTMENT OF STATE,

*Washington, D. C.*

## VALUES OF FOREIGN COINS AND CURRENCIES.

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The following statements show the valuation of foreign coins, as given by the Director of the United States Mint and published by the Secretary of the Treasury, in compliance with the first section of the act of March 3, 1873, viz: "That the value of foreign coins, as expressed in the money of account of the United States, shall be that of the pure metal of such coin of standard value," and that "the value of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the 1st day of January by the Secretary of the Treasury."

In compliance with the foregoing provisions of law, annual statements were issued by the Treasury Department, beginning with that issued on January 1, 1874, and ending with that issued on January 1, 1890. Since that date, in compliance with the act of October 1, 1890, these valuation statements have been issued quarterly, beginning with the statement issued on January 1, 1891.

The fact that the market exchange value of foreign coins differs in many instances from that given by the United States Treasury has been repeatedly called to the attention of the Bureau of Foreign Commerce. An explanation of the basis of the quarterly valuations was asked from the United States Director of the Mint, and under date of February 7, 1898, Mr. R. E. Preston made the following statement:

"When a country has the single gold standard, the value of its standard coins is estimated to be that of the number of grains fine of gold in them, 480 grains being reckoned equivalent to \$20.67 in United States gold, and a smaller number of grains in proportion. When a country has the double standard, but keeps its full legal-tender silver coins at par with gold, the coins of both gold and silver are calculated on the basis of the gold value.

"The value of the standard coins of countries with the single-silver standard is calculated to be that of the average market value of the pure metal they contained during the three months preceding the date of the proclamation of their value in United States gold by the Secretary of the Treasury. The value of the gold coins of silver-standard countries is calculated at that of the pure gold they contain, just as if they had the single gold standard.

"These valuations are used in estimating the values of all foreign merchandise exported to the United States."

The following statements, running from January 1, 1874, to January 1, 1903, have been prepared to assist in computing the values in American money of the trade, prices, values, wages, etc., of and in foreign countries, as given in consular and other reports. The series of years are given so that computations may be made for each year in the proper money values of such year. In hurried computations, the reductions of foreign currencies into American currency, no matter for how many years, are too often made on the bases of latest valuations. All computations of values, trade, wages, prices, etc., of and in the "fluctuating-currency countries" should be made in the values of their currencies in each year up to and including 1898, and in the quarterly valuations thereafter.

To meet typographical requirements, the quotations for the years 1875-1877, 1879-1882, 1884-1887, 1895, 1897, and 1899 are omitted, these years being selected as showing the least fluctuations when compared with years immediately preceding and following.

To save unnecessary repetition, the estimates of valuations are divided into three classes, viz: (A) countries with fixed currencies, (B) countries with fluctuating currencies, and (C) quarterly valuations of fluctuating currencies.

*A.—Countries with fixed currencies.*

The following official (United States Treasury) valuations of foreign coins do not include "rates of exchange."

Countries.	Standard.	Monetary unit.	Value in United States gold.	Coins.
Argentine Republic.	Gold and silver..	Peso .....	\$0.96, 5	Gold—argentine (\$4.82, 4) and argentine; silver—peso and divisions.
Austria-Hungary <sup>a</sup> ..	Gold .....	Crown .....	.20, 3	Gold—20 crowns (\$4.05, 2) and 10 crowns.
Belgium .....	Gold and silver..	Franc .....	.19, 3	Gold—10 and 20 franc pieces; silver—5 francs.
Brasil .....	Gold .....	Milreis .....	.54, 6	Gold—5, 10, and 20 milreis; silver—1, 1, and 2 milreis.
British North America (except Newfoundland).	.....do .....	Dollar .....	1.00	
British Honduras ..	.....do .....	.....do .....	1.00	
Chile .....	.....do .....	Peso .....	.36, 5	Gold—escudo (\$1.25), doubloon (\$3.65), and condor (\$7.30); silver—peso and divisions.
Costa Rica .....	.....do .....	Colon .....	.46, 5	Gold—2, 5, 10, and 20 colons; silver—5, 10, 25, and 50 centimos.
Cuba .....	Gold and silver..	Peso .....	.92, 6	Gold—doubloon (\$5.01, 7); silver—peso (50 cents).
Denmark .....	Gold .....	Crown .....	.26, 8	Gold—10 and 20 crowns.
Ecuador <sup>b</sup> .....	.....do .....	Sucre .....	.48, 7	Gold—10 sucres (\$4.8665); silver, sucre and divisions.
Egypt .....	.....do .....	Pounds (100 piasters).	4.94, 3	Gold—10, 20, 50, and 100 piasters; silver—1, 2, 10, and 20 piasters.
Finland .....	.....do .....	Mark .....	.19, 3	Gold—10 and 20 marks (\$1.93 and \$3.85, 9).
France .....	Gold and silver..	Franc .....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Germany .....	Gold .....	Mark .....	.23, 8	Gold—5, 10, and 20 marks.
Great Britain .....	.....do .....	Pound sterling ..	4.86, 64	Gold—sovereign (pound sterling) and half sovereign.
Greece .....	Gold and silver..	Drachma .....	.19, 3	Gold—5, 10, 20, 50, and 100 drachmas; silver—5 drachmas.
Haiti .....	.....do .....	Gourde .....	.96, 5	Silver—gourde.
India <sup>c</sup> .....	Gold .....	Rupce .....	.32, 4	Gold—sovereign (\$4.8665); silver—rupee and divisions.
Italy .....	Gold and silver..	Lira .....	.19, 3	Gold—5, 10, 20, 50, and 100 lire; silver—6 lire.
Japan <sup>d</sup> .....	Gold .....	Yen .....	.49, 8	Gold—1, 2, 5, 10, and 20 yen.
Liberia .....	.....do .....	Dollar .....	1.00	
Netherlands .....	Gold and silver..	Florin .....	.40, 2	Gold—10 florin; silver—1, 1, and 2 florins.
Newfoundland .....	Gold .....	Dollar .....	1.01, 4	Gold—\$2 (\$2.02, 7).
Peru <sup>e</sup> .....	.....do .....	Sol .....	.48, 7	Gold—libra (\$4.8665); silver—sol and divisions.
Portugal .....	.....do .....	Milreis .....	1.08	Gold—1, 2, 5, and 10 milreis.
Russia <sup>f</sup> .....	.....do .....	Ruble .....	.61, 5	Gold—imperial (\$7.718); imperial (\$3.80); silver—1, 1, and 1 ruble.
Spain .....	Gold and silver..	Peseta .....	.19, 3	Gold—25 pesetas; silver—5 pesetas.
Sweden and Norway.	Gold .....	Crown .....	.26, 8	Gold—10 and 20 crowns.
Switzerland .....	Gold and silver..	Franc .....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Turkey .....	Gold .....	Piaster .....	.04, 4	Gold—25, 50, 100, 200, and 500 piasters.
Uruguay .....	.....do .....	Peso .....	1.08, 4	Gold—peso; silver—peso and divisions.
Venezuela .....	Gold and silver..	Bolivar .....	.19, 3	Gold—5, 10, 20, 50, and 100 bolivars; silver—5 bolivars.

<sup>a</sup> The gold standard went into effect January 1, 1900. (See Commercial Relations, 1899, Vol. II, p. 7.) Values are still sometimes expressed in the florin, which is worth 2 crowns.

<sup>b</sup> Gold standard adopted in November, 1900. (See Consular Reports, No. 225, June, 1899.)

<sup>c</sup> For an account of the adoption of the gold standard, see Consular Reports, No. 238, p. 359.

<sup>d</sup> Gold standard adopted October 1, 1897. (See Consular Reports, No. 201, p. 259.)

<sup>e</sup> Gold standard adopted October 13, 1900.

<sup>f</sup> For an account of the adoption of the gold standard, see Review of the World's Commerce, 1896-97, p. 264.

B.—Countries with fluctuating currencies, 1874–1898.

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1874.	1878.	1883.	1888.	1899.	1900.
Austria-Hungary <sup>a</sup>	Silver.....	Florin .....	\$0.47, 6	\$0.45, 3	\$0.40, 1	\$0.34, 5	\$0.33, 6	\$0.42
Bolivia .....	do .....	Dollar until 1880; boliviano thereafter.	.96, 5	.96, 5	.81, 2	.69, 9	.68	.85
Central America .....	do .....	Peso .....	.96, 5	.91, 8	.....	.69, 9	.68	.85
China .....	do .....	Haikwan tael .....	1.61	.....	.....	.....	.....	.....
Colombia .....	do .....	Peso .....	.96, 5	.96, 5	.81, 2	.69, 9	.68	.85
Ecuador .....	do .....	do .....	.96, 5	.91, 8	.81, 2	.69, 9	.68	.85
Egypt <sup>b</sup> .....	Gold .....	Pound (100 piasters).	.....	4.97, 4	4.90	4.94, 3	.....	.....
India .....	Silver.....	Rupee .....	.45, 8	.43, 6	.38, 6	.32, 2	.32, 3	.40, 4
Japan .....	{Gold..... Silver.....}	{Yen .....	{.99, 7 .....}	{.99, 7 .....}	{..... .87, 6	{.99, 7 .75, 3	{.99, 7 .73, 4	{.99, 7 .91, 7
Mexico .....	do .....	Dollar .....	1.04, 7½	.99, 8	.88, 2	.75, 9	.73, 9	.92, 3
Netherlands <sup>c</sup> .....	Gold and silver.	Florin .....	.40, 5	.38, 5	.....	.....	.....	.....
Peru .....	Silver.....	Sol .....	.92, 5	.91, 8	.81, 2	.69, 9	.68	.85
Russia .....	do .....	Ruble .....	.77, 17	.73, 4	.66	.55, 9	.64, 4	.68
Tripoli .....	do .....	Mahbub of 20 piasters.	.87, 09	.82, 9	.73, 3	.63	.61, 4	.76, 7

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1891.	1892.	1893.	1894.	1895.	1898.
Austria-Hungary <sup>a</sup>	Silver.....	Florin .....	\$0.38, 1	\$0.34, 1	.....	.....	.....	.....
Bolivia .....	do .....	Boliviano .....	.77, 1	.69, 1	\$0.61, 3	\$0.51, 6	\$0.49, 1	\$0.42, 4
Central America .....	do .....	Peso .....	.77, 1	.69, 1	.61, 3	.51, 6	.49, 1	.41, 4
Colombia .....	do .....	do .....	.71, 1	.69, 1	.61, 3	.51, 6	.49, 1	.42, 4
Ecuador .....	do .....	do .....	.77, 1	.69, 1	.61, 3	.51, 6	.49, 1	.42, 4
India .....	do .....	Rupee .....	.36, 6	.32, 8	.29, 2	.24, 5	.23, 3	.20, 1
Japan <sup>d</sup> .....	do .....	Yen .....	.83, 1	.74, 5	.66, 1	.55, 6	.62, 9	.....
Mexico .....	do .....	Dollar .....	.83, 7	.75	.66, 6	.56	.53, 3	.46
Peru .....	do .....	Sol .....	.77, 1	.69, 1	.61, 3	.51, 6	.49, 1	.42, 4
Russia <sup>d</sup> .....	do .....	Ruble .....	.61, 7	.55, 3	.49, 1	.41, 3	.39, 3	.....
Tripoli .....	do .....	Mahbub of 20 piasters.	.69, 5	.62, 3	.55, 3	.46, 5	.44, 3	.....

<sup>a</sup>The silver standard prevailed in Austria-Hungary up to 1892. The law of August 2 of that year (see Consular Reports, No. 147, p. 623) established the gold standard.

<sup>b</sup>The Egyptian pound became fixed in value at \$4.94, 3 in 1887.

<sup>c</sup>The Netherlands florin fluctuated up to the year 1880, when it became fixed at 40.2 cents.

<sup>d</sup>See footnote, table of fixed currencies.



## C.—Quarterly valuations of fluctuating currencies.

Countries.	Monetary unit.	1900.				1901.			
		Jan. 1.	Apr. 1.	July 1.	Oct. 1.	Jan. 1.	Apr. 1.	July 1.	Oct. 1.
Bolivia .....	Silver boliviano .....	\$0.42, 7	\$0.43, 6	\$0.43, 8	\$0.45, 1	\$0.46, 8	\$0.45, 1	\$0.43, 6	\$0.42, 8
Central America.	Silver peso .....	.42, 7	.43, 6	.43, 8	.45, 1	.46, 6	.45, 1	.43, 6	.42, 8
	Amoy tael .....	.69, 1	.70, 5	.70, 9	.72, 9	.75, 7	.72, 9	.70, 5	.69, 1
	Canton tael .....	.68, 9	.70, 3	.70, 7	.72, 7	.75, 6	.72, 7	.70, 3	.68, 9
	Chefoo tael .....	.66, 1	.67, 4	.67, 8	.69, 7	.72, 4	.69, 7	.67, 4	.66, 1
	Chinkiang tael .....	.67, 5	.68, 8	.69, 3	.71, 2	.74	.71, 2	.68, 8	.67, 5
	Fuchau tael .....	.64	.65, 2	.65, 6	.67, 4	.70, 1	.67, 5	.65, 2	.64
	Hankau tael .....	.70, 3	.71, 7	.72, 1	.74, 2	.77, 1	.74, 2	.71, 7	.70, 4
China .....	Hankau tael .....	.64, 7	.65, 9	.66, 3	.68, 2	.70, 9	.68, 2	.65, 9	.64, 7
	Hongkong tael .....	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	Ningpo tael .....	.66, 5	.67, 7	.68, 2	.70, 1	.72, 8	.70, 1	.67, 8	.66, 5
	Niuchwang tael .....	.64, 8	.66, 1	.66, 5	.68, 4	.71	.68, 4	.66, 1	.64, 8
	Shanghai tael .....	.63, 1	.64, 4	.64, 8	.66, 6	.69, 2	.66, 6	.64, 4	.63, 2
	Swatow tael .....	.63, 9	.65, 1	.65, 5	.67, 4	.70	.67, 4	.65, 1	.63, 9
	Takao tael .....	.69, 6	.70, 9	.71, 4	.73, 4	.76, 2	.73, 4	.70, 9	.69, 6
	Tientsin tael .....	.67	.68, 3	.68, 7	.70, 7	.73, 4	.70, 7	.68, 3	.67
Colombia .....	Silver peso .....	.42, 7	.43, 6	.43, 8	.45, 1	.46, 8	.45, 1	.43, 6	.42, 8
Ecuador <sup>b</sup>	do .....								
India .....	Silver rupee <sup>c</sup> .....	.20, 3	.20, 7	.20, 8					
Mexico .....	Silver dollar .....	.46, 4	.47, 3	.47, 6	.49	.50, 9	.49	.49	.46, 4
Persia .....	Silver kran .....	.07, 9	.08	.08, 1	.08, 3	.08, 6	.08, 3	.08, 3	.07, 9
Peru <sup>b</sup>	Silver sol .....	.42, 7	.43, 6	.43, 8	.48, 7				

  

Countries.	Monetary unit.	1902.				1903.
		Jan. 1.	Apr. 1.	July 1.	Oct. 1.	Jan. 1.
Bolivia .....	Silver boliviano .....	\$0.41, 3	\$0.40, 3	\$0.38, 2	\$0.38, 4	\$0.36, 1
Central America.	Silver peso .....	.41, 3	.40, 3	.38, 2	.38, 4	.36, 1
	Amoy tael .....	.66, 9	.65, 1	.61, 8	.62	.58, 4
	Canton tael .....	.66, 7	.64, 9	.61, 7	.61, 9	.58, 2
	Chefoo tael .....	.63, 9	.62, 3	.59, 1	.59, 3	.55, 8
	Chinkiang tael .....	.65, 3	.63, 6	.60, 4	.60, 6	.57
	Fuchau tael .....	.61, 8	.60, 2	.57, 2	.57, 4	.54
	Hankau tael .....	.68	.66, 3	.62, 9	.63, 1	.59, 4
China .....	Hankau tael .....	.62, 6	.60, 9	.57, 9	.58	.54, 6
	Hongkong tael .....	(a)	(a)	(a)	(a)	(a)
	Ningpo tael .....	.64, 3	.62, 6	.59, 5	.59, 6	.56, 1
	Niuchwang tael .....	.62, 7	.61, 1	.58	.58, 2	.53, 3
	Shanghai tael .....	.61, 1	.59, 6	.56, 5	.56, 7	.53, 9
	Swatow tael .....	.61, 8	.60, 2	.57, 1	.57, 3	.58, 8
	Takao tael .....	.67, 3	.65, 5	.62, 2	.62, 4	.56, 6
	Tientsin tael .....	.64, 8	.63, 1	.59, 9	.60, 1	.60, 1
Colombia .....	Silver peso .....	.41, 3	.40, 3	.38, 2	.38, 4	.36, 1
Mexico .....	Silver dollar .....	.44, 9	.43, 7	.41, 5	.41, 7	.39, 2
Persia .....	Silver kran .....	.07, 6	.07, 4	.07	.07, 1	.06, 6

<sup>a</sup>The "British dollar" has the same legal value as the Mexican dollar in Hongkong, the Straits Settlements, and Labuan.

<sup>b</sup>See footnote, table of fixed currencies.

<sup>c</sup>The sovereign is the standard coin of India, but the rupee is the money of account. See also table of fixed currencies.

## FOREIGN WEIGHTS AND MEASURES.

The following table embraces only such weights and measures as are given from time to time in Consular Reports and in Commercial Relations:

*Foreign weights and measures, with American equivalents.*

Denominations.	Where used.	American equivalents.
Almude .....	Portugal .....	4.422 gallons.
Ardeb .....	Egypt .....	7.6907 bushels.
Are .....	Metric .....	0.02471 acre.
Arabe .....	Paraguay .....	25 pounds.
Arratel or libra .....	Portugal .....	1.011 pounds.
Arroba (dry) .....	Argentine Republic .....	25.3175 pounds.
Do. ....	Brazil .....	32.38 pounds.
Do. ....	Cuba .....	25.3664 pounds.
Do. ....	Portugal .....	32.38 pounds.
Do. ....	Spain .....	25.36 pounds.
Do. ....	Venezuela .....	25.4024 pounds.
Arroba (liquid) .....	Cuba, Spain, and Venezuela .....	4.263 gallons.
Arshine .....	Russia .....	28 inches.
Arshine (square) .....	do. ....	5.44 square feet.
Artel .....	Morocco .....	1.12 pounds.
Baril .....	Argentine Republic and Mexico .....	20.0787 gallons.
Barrel .....	Malta (customs) .....	11.4 gallons.
Do. ....	Spain (raisins) .....	100 pounds.
Berkovets .....	Russia .....	361.12 pounds.
Bongkal .....	India .....	832 grains.
Bouw .....	Sumatra .....	7,096.5 square meters.
Bu .....	Japan .....	0.1 inch.
Butt (wine) .....	Spain .....	140 gallons.
Cafiso .....	Malta .....	5.4 gallons.
Candy .....	India (Bombay) .....	529 pounds.
Do. ....	India (Madras) .....	500 pounds.
Cantar .....	Morocco .....	113 pounds.
Do. ....	Syria (Damascus) .....	575 pounds.
Do. ....	Turkey .....	124.7036 pounds.
Cantaro (cantar) .....	Malta .....	175 pounds.
Carga .....	Mexico and Salvador .....	300 pounds.
Catty .....	China .....	1.3384 (1½) pounds.
Catty .....	Japan .....	1.31 pounds.
Do. ....	Java, Siam, and Malacca .....	1.35 pounds.
Do. ....	Sumatra .....	2.12 pounds.
Centaro .....	Central America .....	4.2631 gallons.
Centner .....	Bremen and Brunswick .....	117.5 pounds.
Do. ....	Darmstadt .....	110.24 pounds.
Do. ....	Denmark and Norway .....	110.11 pounds.
Do. ....	Nuremberg .....	112.43 pounds.
Do. ....	Prussia .....	113.44 pounds.
Do. ....	Sweden .....	93.7 pounds.
Do. ....	Vienna .....	123.5 pounds.
Do. ....	Zollverein .....	110.24 pounds.
Do. ....	Double or metric .....	220.46 pounds.
Chetvert .....	Russia .....	5.7748 bushels.
Chih .....	China .....	14 inches.
Coyan .....	Sarawak .....	3,098 pounds.
Do. ....	Siam (Koyan) .....	2,667 pounds.
Cuadra .....	Argentine Republic .....	4.2 acres.
Do. ....	Paraguay .....	78.9 yards.
Do. ....	Paraguay (square) .....	8.077 square feet.
Do. ....	Uruguay .....	Nearly 2 acres.
Cubic meter .....	Metric .....	35.3 cubic feet.
Cwt. (hundredweight) .....	British .....	112 pounds.
Densiatine .....	Russia .....	2.6997 acres.
Do. ....	Spain .....	1.599 bushels.
Drachme .....	Greece .....	Half ounce.
Egyptian weights and measures .....	(See Consular Reports No. 144.)	

\*More frequently called "Kin." Among merchants in the treaty ports it equals 1.33½ pounds avoirdupois.

*Foreign weights and measures, with American equivalents—Continued.*

Denominations.	Where used.	American equivalents.
<b>Fanega (dry)</b> .....	Central America.....	1,574½ bushels.
Do.....	Chile.....	2,375 bushels.
Do.....	Cuba.....	1,569 bushels.
Do.....	Mexico.....	1,647½ bushels.
Do.....	Morocco.....	Strike fanega, 70 lbs.; full fanega, 118 lbs.
Do.....	Uruguay (double).....	7,776 bushels.
Do.....	Uruguay (single).....	3,888 bushels.
Do.....	Venezuela.....	1,599 bushels.
<b>Fanega (liquid)</b> .....	Spain.....	16 gallons.
<b>Feddan</b> .....	Egypt.....	1.03 acres.
<b>Frail (raisins)</b> .....	Spain.....	50 pounds.
<b>Frasco</b> .....	Argentine Republic.....	2,509½ quarts.
Do.....	Mexico.....	2.5 quarts.
<b>Frasilla</b> .....	Zanzibar.....	35 pounds.
<b>Fuder</b> .....	Luxemburg.....	264.17 gallons.
<b>Funt</b> .....	Russia.....	0.9028 pound.
<b>Garnice</b> .....	Russian Poland.....	0.88 gallon.
<b>Gram</b> .....	Metric.....	15.432 grains.
<b>Hectare</b> .....	do.....	2.471 acres.
<b>Hectoliter:</b>		
Dry.....	do.....	2.838 bushels.
Liquid.....	do.....	26.417 gallons.
<b>Joch</b> .....	Austria-Hungary.....	1,422 acres.
<b>Ken</b> .....	Japan.....	6 feet.
<b>Kilogram (kilo)</b> .....	Metric.....	2,204½ pounds.
<b>Kilometer</b> .....	do.....	0.621376 mile.
<b>Klafter</b> .....	Russia.....	216 cubic feet.
<b>Koku</b> .....	Japan.....	4,9629 bushels.
<b>Korree</b> .....	Russia.....	3.5 bushels.
<b>Kwan</b> .....	Japan.....	8.28 pounds.
<b>Last</b> .....	Belgium and Holland.....	85.134 bushels.
Do.....	England (dry malt).....	82.52 bushels.
Do.....	Germany.....	2 metric tons (4,480 pounds).
Do.....	Prussia.....	112.29 bushels.
Do.....	Russian Poland.....	11½ bushels.
Do.....	Spain (salt).....	4,760 pounds.
<b>League (land)</b> .....	Paraguay.....	4,633 acres.
<b>Li</b> .....	China.....	2,115 feet.
<b>Libra (pound)</b> .....	Argentine Republic.....	1.0127 pounds.
Do.....	Central America.....	1.043 pounds.
Do.....	Chile.....	1.014 pounds.
Do.....	Cuba.....	1.0161 pounds.
Do.....	Mexico.....	1.01465 pounds.
Do.....	Peru.....	1.0143 pounds.
Do.....	Portugal.....	1.011 pounds.
Do.....	Spain.....	1.0144 pounds.
Do.....	Uruguay.....	1.0143 pounds.
Do.....	Venezuela.....	1.0161 pounds.
<b>Liter</b> .....	Metric.....	1.0567 quarts.
<b>Livre (pound)</b> .....	Greece.....	1.1 pounds.
Do.....	Guiana.....	1.0791 pounds.
<b>Load</b> .....	England (timber).....	Square, 50 cubic feet; unhewn, 40 cubic feet; inch planks, 600 superficial feet.
<b>Mansana</b> .....	Costa Rica.....	1½ acres.
Do.....	Nicaragua and Salvador.....	1,727 acres.
<b>Marc</b> .....	Bolivia.....	0.507 pound.
<b>Maund</b> .....	India.....	82½ pounds.
<b>Meter</b> .....	Metric.....	39.37 inches.
<b>Mil</b> .....	Denmark.....	4.68 miles.
Do.....	Denmark (geographical).....	4.61 miles.
<b>Milla</b> .....	Nicaragua and Honduras.....	1,149½ miles.
<b>Morgen</b> .....	Prussia.....	0.63 acre.
<b>Oke</b> .....	Egypt.....	2,722½ pounds.
Do.....	Greece.....	2.84 pounds.
Do.....	Hungary.....	3,0817 pounds.
Do.....	Turkey.....	2,8238 pounds.
Do.....	Hungary and Wallachia.....	2.5 pints.
<b>Pic</b> .....	Egypt.....	21½ inches.
<b>Picul</b> .....	Borneo and Celebes.....	135.64 pounds.
Do.....	China, Japan, and Sumatra.....	133½ pounds.
Do.....	Java.....	135.1 pounds.
Do.....	Philippine Islands.....	137.9 pounds.
<b>Pic</b> .....	Argentine Republic.....	0.9478 foot.
Do.....	Spain.....	0.91407 foot.
<b>Pik</b> .....	Turkey.....	27.9 inches.
<b>Pood</b> .....	Russia.....	36.112 pounds.
<b>Pund (pound)</b> .....	Denmark and Sweden.....	1.102 pounds.
<b>Quarter</b> .....	Great Britain.....	8,252 bushels.
Do.....	London (coal).....	36 bushels.

*Foreign weights and measures, with American equivalents—Continued.*

Denominations.	Where used.	American equivalents.
Quintal.....	Argentine Republic .....	101.42 pounds.
Do.....	Brazil .....	180.06 pounds.
Do.....	Castile, a Chile, Mexico, and Peru .....	101.41 pounds.
Do.....	Greece .....	128.2 pounds.
Do.....	Newfoundland (fish) .....	112 pounds.
Do.....	Paraguay .....	100 pounds.
Do.....	Syria .....	125 pounds.
Do.....	Metric .....	220.46 pounds
Rottle.....	Palestine.....	6 pounds.
Do.....	Syria .....	54 pounds.
Sagene.....	Russia .....	7 feet.
Salm.....	Malta .....	490 pounds.
Se.....	Japan .....	0.02451 acre.
Seer.....	India .....	1 pound 13 ounces.
Shaku.....	Japan .....	11.9305 inches.
Sho.....	do.....	1.6 quarts.
Standard (St. Petersburg).....	Lumber measure .....	165 cubic feet.
Stone.....	British .....	14 pounds.
Suerte.....	Uruguay .....	2,700 cuadras (see cuadra).
Sun.....	Japan .....	1.193 inches.
Tael.....	Cochin China.....	590.75 grains (troy)
Tan.....	Japan .....	0.25 acre.
To.....	do.....	2 pecks.
Ton.....	Space measure .....	40 cubic feet.
Tonde (cereals).....	Denmark .....	3,94788 bushels.
Tondeland.....	do.....	1.36 acres.
Tsubo.....	Japan .....	6 feet square.
Tsun.....	China .....	1.41 inches.
Tunna.....	Sweden .....	4.5 bushels.
Tunmland.....	do.....	1.22 acres.
Vara.....	Argentine Republic .....	34.1208 inches.
Do.....	Central America.....	32.87 inches.
Do.....	Chile and Peru .....	33.367 inches.
Do.....	Cuba.....	33.384 inches.
Do.....	Curaçao .....	33.375 inches.
Do.....	Mexico .....	33 inches.
Do.....	Paraguay .....	34 inches.
Do.....	Spain .....	0.914117 yard.
Do.....	Venezuela.....	33.384 inches.
Vedro.....	Russia .....	2.707 gallons.
Vergees.....	Isle of Jersey .....	71.1 square rods
Verst.....	Russia .....	0.668 mile.
Vlocka.....	Russian Poland.....	41.96 acres.

\* Although the metric weights are used officially in Spain, the Castile quintal is employed in commerce in the Peninsula and colonies, save in Catalonia; the Catalan quintal equals 91.71 pounds.

## METRIC WEIGHTS AND MEASURES.

## Metric weights:

Milligram ( $\frac{1}{1000}$  gram) equals 0.0154 grain.

Centigram ( $\frac{1}{100}$  gram) equals 0.1543 grain.

Decigram ( $\frac{1}{10}$  gram) equals 1.5432 grains.

Gram equals 15.432 grains.

Decagram (10 grams) equals 0.3527 ounce.

Hectogram (100 grams) equals 3.5274 ounces.

Kilogram (1,000 grams) equals 2.2046 pounds.

Myriagram (10,000 grams) equals 22.046 pounds.

Quintal (100,000 grams) equals 220.46 pounds.

Millier or tonnea—ton (1,000,000 grams) equals 2,204.6 pounds.

## Metric dry measures:

Milliliter ( $\frac{1}{1000}$  liter) equals 0.061 cubic inch.

Centiliter ( $\frac{1}{100}$  liter) equals 0.6102 cubic inch.

Deciliter ( $\frac{1}{10}$  liter) equals 6.1022 cubic inches.

Liter equals 0.908 quart.

Decaliter (10 liters) equals 9.08 quarts.

Hectoliter (100 liters) equals 2.838 bushels.

Kiloliter (1,000 liters) equals 1.308 cubic yards.

**Metric liquid measures:**

Milliliter ( $\frac{1}{1000}$  liter) equals 0.0388 fluid ounce.

Centiliter ( $\frac{1}{100}$  liter) equals 0.338 fluid ounce.

Deciliter ( $\frac{1}{10}$  liter) equals 0.845 gill.

Liter equals 1.0567 quarts.

Decaliter (10 liters) equals 2.6418 gallons.

Hectoliter (100 liters) equals 26.417 gallons.

Kiloliter (1,000 liters) equals 264.18 gallons.

**Metric measures of length:**

Millimeter ( $\frac{1}{1000}$  meter) equals 0.0394 inch.

Centimeter ( $\frac{1}{100}$  meter) equals 0.3937 inch.

Decimeter ( $\frac{1}{10}$  meter) equals 3.937 inches.

Meter equals 39.37 inches.

Decameter (10 meters) equals 393.7 inches.

Hectometer (100 meters) equals 328 feet 1 inch.

Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).

Myriameter (10,000 meters) equals 6.2137 miles.

**Metric surface measures:**

Centare (1 square meter) equals 1,550 square inches.

Are (100 square meters) equals 119.6 square yards.

Hectare (10,000 square meters) equals 2.471 acre.

## MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

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*To the Senate and House of Representatives:*

I transmit herewith a communication from the Secretary of State, accompanying the Commercial Relations of the United States for the year 1902, being the annual and other reports of consular and diplomatic officers upon the industries and commerce of foreign countries. In view of the importance of these reports to our business interests, I approve the recommendation of the Secretary of State that Congress authorize the printing of an edition of 10,000 copies of the summary entitled Review of the World's Commerce, and of 5,000 copies of the Commercial Relations (including this summary), to be distributed by the Department of State.

THEODORE ROOSEVELT.

WHITE HOUSE,  
Washington, January 19, 1903.

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## LETTER FROM THE SECRETARY OF STATE.

DEPARTMENT OF STATE,  
Washington, January 15, 1903.

The PRESIDENT:

In accordance with section 208 of the Revised Statutes, I have the honor to transmit the Commercial Relations of the United States with Foreign Countries during the year 1902, being the annual reports from the consular officers, together with reports from some of the diplomatic officers, upon the industries and commerce of foreign countries, with special reference to the opportunities for the extension of American trade. It is gratifying to be able to state that the efforts which, for some years, have been made to advance the collection and publication of these reports, with the view to giving as nearly as possible a contemporaneous picture of the trade of the world at the beginning of each calendar year, have this year resulted in the gain of a week over any previous date of transmission to Congress, more nearly realizing the object sought than ever before. The interval between the receipt and the publication of the reports has, in fact, been shortened as much as seems practicable in the proper editing of a large mass of matter, filling two volumes of about 1,000 octavo pages each. This highly satisfactory result is due to the efficient cooperation of the consular service with the Bureau of Foreign Commerce of this Department, which has charge of the work, and it is hoped that Congress will give it full effect by promptly granting the usual authority to print, thus enabling the public to receive the benefit with the

least delay. In view of the great importance to our business interests of the information thus compiled, I have the honor to recommend that Congress be requested to authorize the printing, under the direction of the Department of State, in addition to the allotments for the Senate and the House of Representatives, of 10,000 copies of the Review of the World's Commerce, being a synopsis of the annual reports, to be distributed by the Department as the daily, monthly, and special consular reports are now distributed, and of 5,000 copies of Commercial Relations, to enable the Department to meet requests for the entire work.

Respectfully submitted.

JOHN HAY.

## DEPARTMENT INSTRUCTION.

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DEPARTMENT OF STATE,  
*Washington, July 14, 1902.*

*To the Consular Officers of the United States:*

GENTLEMEN: In pursuance to instructions sent you August 1, 1901, and to paragraph 3 of section 592 (pp. 253 and 254) of Consular Regulations, you are hereby instructed to prepare and forward to the Bureau of Foreign Commerce of this Department, not later than November '1, and sooner if practicable, a report, in an unnumbered dispatch, on the commerce and industries of your consular district, covering any facts and figures for the year 1901 not already transmitted to the Department, and as complete and accurate a statement as may be obtained of the trade and industries of said district for the six months ended June 30, 1902.

The special object of this instruction is to enable the Department to lay before Congress, on or about the 1st of January, 1903, a comprehensive statement of the trade, not only of the United States with the rest of the world, but of the various countries with each other. The Department is aware of the difficulty of obtaining official statistics covering so recent a period as the first half of the year 1902; but the success which has attended previous efforts of consular officers in obtaining such information from both official and unofficial sources, as embodied in the Reviews of the World's Commerce for 1894-95, 1895-96, 1896-97, 1898, 1899, 1900, and 1901, published separately, and also as an introduction to the annual volumes Commercial Relations of the United States for those years, encourages the hope that you will be enabled to make a satisfactory exhibit. The Department is not so much concerned as to obtaining detailed figures with the stamp of official accuracy as in securing an intelligent survey of the industrial activity and general tendencies of trade. The business men of the United States are particularly interested in learning whether there has been an increase or decrease in the more important lines of exports and imports, especially such as enter into the trade of the United States; also, the application of new processes of an industrial character which may either open up a new channel of supply from this country or suggest to our manufacturers improvements in their own processes of the creation of new industries.

Consular officers, from time to time, have reported upon deficiencies in American methods of packing goods and of the conditions of transportation, exchange, banking, etc., with this country, and the disadvantage under which we labor from the fact that European houses give longer credits and more liberal terms, not only as to payments by their



customers, but in manufacturing certain patterns and quantities of goods and in getting them up in attractive shape to meet local peculiarities and customs. All these subjects are matters of practical importance in considering the means of developing American trade, and you are requested to make such further suggestions with regard to them as the more recent developments of business in your district seem to warrant.

Other subjects of special importance are: Changes in currency values, especially in the United States gold value of the monetary unit, and the rate of exchange; changes in tariff rates and customs rules, port regulations, wharfage dues; improvements in harbor facilities; extension of telegraph and cable service; existing condition of transportation facilities (internal, coastwise, and ocean), including new lines of railways, new wagon and caravan routes, new canal or river systems, opened or projected, and the actual means and time of communication with United States ports, noting any material increase or decrease in freight rates; existing rates of licenses for carrying on business, especially those relating to commercial travelers; regulations affecting commercial travelers, including requirements as to passports, etc.; condition of the merchant marine, including data as to vessels built and vessels purchased from other countries; tonnage owned and employed in commerce with other countries, and methods of aiding and protecting the marine; regulations, in brief, as to quarantine. Also, any laws or regulations of a discriminating character which affect American vessels or merchandise, either raw or manufactured; statement as to any taxes or excises, in addition to tariff rates, which affect United States trade; changes in patent, copyright, and trade-mark laws; existing postal rates, domestic and foreign.

Full information is also desired in regard to any laws requiring goods to be marked so as to show the country of origin or manufacture.

Within the past year or two, occasional reports have reached the Department of the establishment in different countries of manufacturing plants by American capital and conducted according to American methods. It is highly important that your report should give all the data obtainable as to these plants and the measure of success attending them. If possible, you should state the amount of capital invested, the value of output, the number of workmen employed, and particularly the number of Americans engaged in the work, as well as the total number of operatives, and, if you can, the effectiveness of each operative as compared with an American workman. It would also be of interest to give wages and hours of work. In addition to manufacturing plants, Americans have been largely engaged of late in various business enterprises, such as street railways, furnishing supplies on Government contracts, mining, etc. The Department would greatly appreciate the fullest information on all these points.

If it is impracticable for you to obtain all the information asked for in the time prescribed, state the facts in your dispatch and forward the omitted data as a supplementary report as soon as possible. You will observe on page 254 of Consular Regulations that the report herein called for is required to be transmitted by August 1. It is possible that you have already prepared your report in compliance with this regulation; if so, you need only supplement it with the additional data called for in this instruction.

Please acknowledge this instruction by addressing the Chief of the Bureau of Foreign Commerce, and informing him whether he may expect the report called for within the time necessary for transmission after October 1, 1902.

The two volumes Commercial Relations for 1901 have been mailed to you. From a careful examination of these, you will be able to inform yourself fully as to the scope and details of your report.

I am, gentlemen, your obedient servant,

DAVID J. HILL,  
*Assistant Secretary.*



# REVIEW OF THE WORLD'S COMMERCE.

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## INTRODUCTION.

The annual reports of consular officers for 1902, which are summarized in the following review, afford substantial ground for encouragement as to the permanence of the export movement in manufactured goods. The preeminence of the United States as a "universal provider" of food stuffs and raw materials has long been established, but it was only a few years ago that we became a serious competitor of the older industrial nations in the world's markets in the sale of factory products. Our progress was unexpectedly rapid and widespread, and its phenomenal character caused conservative observers to apprehend that it might prove to be but temporary and limited to periods of overproduction, resulting from a more or less sluggish home demand.

This theory found strong confirmation in the falling off in exports of manufactures in 1901, which followed close upon the extraordinary increase of industrial activity in the United States and the consequent demand for iron and steel and for many other articles we had previously been exporting on a steadily rising scale. But, as was pointed out in the Review for 1901, while domestic consumption grew at such a pace that we had less and less of certain goods to send abroad, there was no diminution in the foreign appreciation of and demand for American machinery, implements, tools, labor-saving apparatus, household utensils, furniture, boots and shoes, and many other articles which had been found to have distinctive merits by comparison with similar goods of European origin. The fact, in other words, was demonstrated that the foreign customer had not merely been tempted into buying from us by "cut" prices to get rid of surplus stock, but was so impressed by the superiority of things American that he might be depended upon to bid against the domestic purchaser, and that the export trade was therefore likely to become a stable factor of our industrial as well as of our agricultural prosperity.

## THE HOME MARKET AND FOREIGN TRADE.

The gradual recognition of this probability by manufacturers and exporters would seem to account for the maintenance of interest in foreign sales and the continued efforts to extend them, notwithstanding the general increase of prosperity throughout the United States during 1902, with its vast growth in the volume of domestic consumption and the very marked enhancement of profits. There has, of course, been a considerable subsidence of export activity, especially on the part of those manufacturers upon whom the pressure for filling

home orders has been greatest, but it is a notable and highly gratifying symptom that neglect of foreign trade for the more profitable home market has not been nearly so general as might have been expected. It would seem to be reasonable to conclude that the business world of the United States is becoming more and more alive to the fact that foreign trade is a good thing to hold on to, even during flush times, and is likely to be of immense value at a turn of the tide.

The economic movement which has characterized the recent industrial development of the United States in the creation of vast consolidations of capital, with the resulting augmentation of productive energy, promises at no distant day to outstrip any possible growth of domestic consumption. When such overproduction occurs, the result will be the same as if our prosperity were checked and the home market were again stagnant. In other words, we shall probably, in any case, have a large surplus of manufactured goods which we must export.

#### PROGRESS IN THE WORLD'S MARKETS.

It is reassuring to be told by our consuls that in either event—that is, whether overproduction results from overstimulation of our industries or from diminished home consumption—the foreign markets are becoming more and more accessible to our goods, and that in even the remotest corners of the earth we are gaining substantial headway. In the least developed and most unprogressive regions, such as Asiatic Turkey, the east coast of Africa, China, and Korea, American manufactures show a steady advance, and in the most highly developed industrial countries our labor-saving machines and apparatus especially enjoy an ever-increasing popularity. The obvious deduction is that American goods possess distinguishing merits in such a wide range of utility and special fitness that we have only to properly cultivate our opportunities in order to indefinitely extend and hold foreign trade.

#### RECOVERY IN EXPORTS OF MANUFACTURES.

It is probably due to this increasing demand for our goods, rather than to any diversion of effort by our manufacturers from the home market, that there has been recovery in the export of factory products during the past year. The eagerness of foreign buyers in certain lines has also done much to impress upon our business interests the importance of not relaxing their grasp upon foreign markets to the point of absolute neglect. A wise merchant is not likely to lose sight of a steady customer, even at a time when he may seem unimportant in a stream of larger buyers, and our industrial concerns would have been wanting in ordinary business sense had they failed to perceive the value of keeping control of new outlets for their goods in anticipation of the time when they would again be needed.

The latest figures of the United States Treasury Department available at this writing are for the eleven months ended November 30, 1902. During that period, the value of the exports of manufactured articles was \$377,635,961, or 31.8 per cent of the total exports, against \$363,240,576, or 27.88 per cent for the same period of 1901. The gain was therefore some \$14,000,000. A large part of this increase was due to the rise in the export of copper (nearly \$13,000,000), although this was partly offset by a decline of over \$6,000,000 in

exports of steel rails. There was, however, an actual gain in the sales abroad of cotton goods, amounting to \$7,000,000, due mainly to the restoration of normal trade conditions in China. As the New York Journal of Commerce of January 8, 1903, points out, the falling off was not general through the list of iron and steel exports, as is shown by the fact that the exports of structural iron and steel were practically the same during the two periods, while steel wire, builders' hardware, electrical machinery, pumps and pumping machinery, sewing machines, boilers and parts of engines, typewriters, miscellaneous machinery, and iron pipes and fittings all showed more or less increase. In agricultural implements, there was a gain of nearly \$800,000; in fiber manufactures, \$585,000; india-rubber goods, \$462,000; upper leather, \$934,000; boots and shoes, nearly \$400,000; tobacco manufactures, about \$150,000; wood manufactures, \$1,228,190; woolen manufactures, about \$25,000. Exports of locomotives fell off in value by only \$77,582; cycles and parts, \$11,834; cars, carriages, etc., \$589,764; clocks and watches, \$201,273; glass and glassware, \$34,705. With but two exceptions (cars, carriages, etc., and clocks and watches), the decreases in the items specified are small, while the gains are considerable in every instance save only in woolen goods.

#### AMERICAN GOODS STILL GAINING GROUND.

It is evident from these figures, taken in conjunction with the reports of the consular officers, that any sensible decline in the foreign demand for American goods is to be attributed to trade depression in the purchasing country rather than to the substitution of other sources of supply, and that United States manufactures, so far from suffering a diminution of favor in any part of the world, are continuing to impress themselves upon foreign purchasers, and in some quarters have gained new territory, while at the same time extending the old. Although some branches of American industry are no longer attempting to compete in export rivalry because their energies are strained to the utmost to supply the home market, the steady increase of inquiries received by the Bureau of Foreign Commerce from important firms as to the opportunities for the sale of their goods abroad confirms the view that the export movement is sufficiently substantial to cause a general growth of interest and activity on the part of our industrial interests.

#### A MORE STRENUOUS RIVALRY PROBABLE.

It would be a serious mistake to assume from the indications which have been cited as favorable to our sustained and increasingly successful competition with the other industrial nations for a much larger share of the world's trade, that we have only to go forward on existing lines. As has been pointed out in previous summaries of the annual reports of consular officers, our success has been more a matter of accident than of design, and was largely the result of economic conditions peculiar to ourselves, which had no relation originally to foreign trade, but sprang from our absorption in an industrial activity purely domestic and directed solely to supplying the home market. Even yet, we can not be said to be manufacturing expressly for export to any large extent, and the study of conditions in foreign markets and the intelligent direction of industrial energy to meet them effectively

has not gone much farther than the initial stage. Moreover, the success we have achieved, and the superiority which our goods have developed when brought into comparison with those which had previously been most in favor in foreign markets, have naturally aroused our chief competitors to the necessity of a more strenuous rivalry. That this competition is taking practical shape is seen not only in the substitution of American machinery and American economics of production in many of the European industries, but in the agitation in Germany and Great Britain especially for the improvement of Government facilities, such as the consular service, the work of commercial agents, the publication of industrial and commercial reports, etc., for the promotion of trade.

#### PROSPECTS OF ANOTHER GLUT.

Such access of competitive energy may outweigh to a considerable extent the advantages we now enjoy, and it suggests the importance of preparing ourselves for the time when our goods may no longer be able to "sell themselves," as they have so largely done in the past and are still doing. It is within the bounds of reasonable probability at least to assume that, when another period of great accumulation arrives, we may find it difficult to unload upon foreign customers by merely shipping the excess abroad. We succeeded in doing this once, because we took Europe by surprise, but it is by no means certain that we could do it again, now that Europe is fully awake to our industrial superiority and is equipping herself to meet us at every point. There is danger, too, that we may fail to appreciate the fact that our very prosperity at home must beget in time a condition of things which will make the need of foreign outlets imperative, if we would keep our factories open and our laboring population fully employed. Prosperity inevitably stimulates production, and sooner or later, as has already been indicated, we shall be face to face again with a large excess.

On this point, Mr. E. Seymour Bell, the British commercial agent in the United States, says, in a report printed in September last, that as long as this country continues in its present prosperous condition, absorbing all that it can produce in the way of iron and steel, British manufacturers need not fear serious competition in those articles in the world's markets. It may be pointed out, however, continues Mr. Bell—

that, on the strength of the considerable imports, much capital is being employed in extending existing and building new works in order to bring the supply up to the demand. The home market is, of course, the most profitable for the manufacturer, and as long as the demand continues, little thought will be paid to other and less profitable markets except in the way of keeping them in view, so as to be able to export on a large scale when the time arrives.

Mr. Bell then gives, from an American technical journal, statistics of the provision being made for increased production, and adds that this prosperity can not last; there must be "an over production exceeding anything hitherto experienced," from the increasing output and a falling demand at home. To meet this contingency, preparations are being made by the railway, shipping, and other interests to carry the surplus cheaply to foreign countries. "The last of the great combines, the Atlantic shipping, is doubtless part of this great scheme." Meanwhile, adds Mr. Bell, those British manufacturers who have not already done so will have an opportunity of remodeling their works and placing them in a condition to be able to meet the inevitable and severe competition.

## FOREIGN OUTLETS ESSENTIAL TO AMERICAN INDUSTRY.

Another striking illustration of the growing importance of foreign trade as the balance wheel of our industrial mechanism, even in times of great domestic prosperity, is seen in the effect, on two occasions, of the stoppage of the Chinese demand for cotton goods. During the Boxer troubles the Southern cotton mills, which manufacture especially for the Chinese market, were reduced to such serious straits by the suspension of orders from China that they were forced to undertake the production of a class of goods which competed with the output of the New England factories. Fortunately, the Chinese market was reopened to them just in time to prevent a crisis in the trade which would probably have proved disastrous. In October last, for some reason as yet unexplained, the Chinese demand for cotton goods again fell off, and it was not until the middle of December that the orders expected in October began to come in. In the meantime, the Southern cotton mills once more were confronted with the alternative of competing with the New England industry or of remaining idle. In either case, a heavy loss would have been inflicted upon an important interest. When we reflect that our exports of cotton goods to China represent but a part, though the greater part, of our sales of such goods abroad, it may be seen that very serious results might easily follow the withdrawal of even part of the foreign demand for the product of a particular industry.<sup>a</sup>

## AMERICAN INVESTMENTS ABROAD.

The truth is that the United States has been gradually drawn, without volition of its own and by the play of economic forces which it has more or less unconsciously generated and set in motion, into a state of greater or less dependence upon foreign markets for the maintenance of its industrial prosperity. This dependence is hardly perceptible to the manufacturer working full time and perhaps overtime to supply home orders, but is none the less real, even for him, since it may become imminent at any moment from a sudden change of condi-

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<sup>a</sup> An interesting statement of the effect of the Chinese demand for cotton goods upon our domestic market was made by Mr. John Foord at a hearing before the Committee on Ways and Means, January 15, 1903. In the course of his argument Mr. Foord said:

"I represent the American Asiatic Association, the American Association of China, and the American Asiatic Association of Japan, organizations which include most of the American merchants and manufacturers doing business with the Far East. Section 8 of the bill now before the committee concerns mainly that portion of our members doing business with China and with ports on the Red Sea. Specifically, it concerns those whose trade is in cotton textiles manufactured in the United States and destined for export to these markets. This trade, as you are probably aware, represents by far the largest proportion of all our exports of cotton cloth, and has been gained almost solely at the expense of the English manufacturer. That is to say, while the Chinese are buying but little more foreign cloth than they did ten years ago, the manufacturers of the United States are supplying four times as much of the total. The importance of this export outlet to the prosperity of the entire cotton industry of the United States was demonstrated during the Boxer troubles, when the Chinese market, or at least that part of it in which our goods have an established preeminence, was closed. A large proportion of the capital invested in Southern mills depends for its remunerative employment on the continuous development of this market, and their machinery is especially adapted to the kind of fabrics which it requires. Three years ago the capacity of their warehouses was taxed to contain the unsold accumulations of export cloth, and they were compelled to turn their



tions. Moreover, our trade relations with the world at large are constantly becoming more intimate and more reciprocal, not only from the growing sales of our goods but also from investments of American capital in foreign countries. We are exporting not only the products of our factories and workshops, but money, skilled labor, brains. Within the past few years, a number of our large industrial concerns have established plants in Europe, in Canada, and elsewhere for the manufacture of goods for which there was an active demand. The drift became so noticeable last year that the consuls were instructed to include in their annual reports any data upon this subject that they might be able to obtain. Their attention was also called to the fact that Americans were engaging largely in various business enterprises, such as street railways, furnishing supplies under Government contracts, mining, etc., and they were told that full information as to such undertakings would be appreciated. In response to this instruction, a number of reports have been received, which will be found in full in Commercial Relations. Consul-General Barlow states that over 1,000 United States companies, firms, and individuals have made investments in Mexico, aggregating \$500,000,000 gold, one-half of it within the past five years. In Canada, says Consul-General Bittinger, of Montreal, millions of dollars of United States capital have been invested during the past year in agricultural and timber lands, and in mining and manufacturing industries. The Westinghouse Company has erected large plants in Canada, in England, and in France. In Russia, according to Consul Smith, of Moscow, the manufacture of air brakes has been begun by a New York firm. The Singer Company has branch works for the manufacture of sewing machines in Germany and Russia. An American firm manufacturing shoe machinery employs 100 hands at Frankfort on the Main, of whom 7 or 8 are expert operatives from the United States. Another American house, manufacturing tanners' machinery, has storehouses and repair shops at Frankfort; at Vienna, Austria; and at Leicester, England. These instances are cited as showing that we are not only entering largely into the ordinary business life of foreign peoples in trade and in agricultural or mechanical pursuits, but in countries developing industrially, are

attention to the making of the lighter goods adapted for the domestic market. The consequence was an absolute demoralization of prices in that market, and the beginning of a cutthroat competition which would have brought about a disastrous crisis in the entire cotton industry of the United States. Fortunately, with the restoration of peace in China, normal conditions were reestablished and prosperity returned to the cotton mills of New England as well as to those of the South. In a less striking, but equally instructive way, we have had an illustration within the last month of the close interdependence between the prosperity of our export trade in cotton textiles and that of the domestic trade. It has happened of late years, with almost unfailling regularity, that the season's orders for the Chinese market began not later than the middle of October. This year, for some reason not yet fully explained, the business was two months behind the usual time of beginning, and up to the second or third week in December it seemed as if paralysis had once more attacked the great Chinese market. Intimations of the entry of Southern mills solely devoted to the making of export cloth into the field of domestic competition again began to be heard, and had their inevitably depressing influence on the tone of the home market. Fortunately, when the demand did set in it came with a rush, and within twenty-one days orders were placed for 115,000 bales of our cotton domestics for immediate and future delivery in China. The cloud was lifted from the domestic market just as it was beginning to assume a threatening character, but the reminder was none the less impressive of the part played by this great export outlet for our cotton textiles in maintaining profitable conditions for the entire industry."

becoming important factors of their progress in manufactures. It would seem to follow that, as we broaden the scope of such enterprises, we shall inevitably bring about a closer and closer state of interdependence.

#### NEED OF SYSTEMATIC TRADE METHODS.

As such interdependence grows closer, it necessarily becomes more sensitive to disturbing influences, and more complex. When our trade relations with a foreign country are merely casual or intermittent, the reflex influence upon ourselves is comparatively unimportant; but when they become a permanent and growing factor of our business life, they affect the equilibrium of our whole economy and give rise to many difficult conditions. It follows, therefore, that if our export of manufactures and our industrial investments in foreign countries have created a reciprocity of interests which is likely to continue and to be woven more and more inextricably into the web of our industrial activity, we can not afford to rely any longer upon instrumentalities not specially shaped for promoting trade intercourse with other nations, and successful in the past only because they happened at the moment to be sufficient. The question whether our sudden emergence from domestic seclusion into the wide arena of international competition was to be merely transitory would seem to have been definitely settled in the negative. The measure of our success in that competition remains to be determined. It must depend not only upon the efficiency and greater productive capacity of our workmen and the superiority of our wares, but upon the ability we develop in winning trade from strenuous and skillful rivals. In other words, we must have the best machinery, not merely for manufacturing goods, but for selling them when made.

#### THE CONSULAR SERVICE AS A TRADE AGENCY.

For years, our consular officers have been supplying manufacturers and merchants with information as to almost every conceivable detail in the special requirements of particular localities for gaining and holding trade. These requirements vary not only with every country, but often with different sections of the same country. It is obvious that a careful study of them—as, for example, the patterns, measurements, methods of packing, trade usages, terms of credits, etc., peculiar to a certain territory—is essential to the manufacturer or exporter, if he is to properly equip himself for a sustained and energetic struggle with foreign rivals already, in most cases, in occupation of the field. Whatever may be the defects of our consular service, it is at least showing itself to be generally alert and responsive to the new conditions, and it is due to its zealous cooperation that the Bureau of Foreign Commerce is enabled this year to complete the work of compiling the annual reports for the two volumes of Commercial Relations of about 1,000 octavo pages each, a week in advance of any previous date of transmission to Congress. The consuls have also been most active in sending reports at frequent intervals on a great variety of subjects of interest to the industrial and commercial world, and these have been printed promptly in the daily Advance Sheets, which, anticipating the monthly Consular Reports, have rendered a service of current intelligence which is steadily winning popular recognition. A most gratifying evidence

of the increasing value of the Consular Reports, of which there are now five classes—annual, quarterly, monthly, special, and daily—is found in the widespread demand for them on the part of colleges and schools as reference books in special courses of commercial instruction. This demand has grown up within the past few years, and in itself is symptomatic of the spread of popular interest in foreign trade.

In addition to the published reports, the consuls of late, by means of correspondence conducted under the supervision of the Department of State, have supplied a great mass of information to trade bodies and business firms, and in many cases have voluntarily exerted themselves in other ways to promote commercial expansion. Their efforts frequently elicit warm commendation in letters to the Department from the trade interests thus benefited, and even when a consular officer lacks other qualifications, it seldom happens that he fails to exhibit the characteristic American spirit in “hustling” for business, not for himself, but for his country. With judicious improvements in the consular organization, it may readily be seen that the service might be made an unrivaled auxiliary of that concerted and intelligently organized movement for efficient export methods which promises soon to be an absolute prerequisite to further extension of our foreign trade.

FREDERIC EMORY,

*Chief, Bureau of Foreign Commerce.*

DEPARTMENT OF STATE, *January 12, 1903*

## COMMERCE OF THE WORLD IN 1902.

The following table shows the imports and exports of those countries for which statistics have been received by the Bureau of Foreign Commerce:

Country.	Imports.	Exports.
United States.....	\$969,270,000	\$1,360,696,400
United Kingdom.....	2,573,698,600	<sup>a</sup> 1,379,847,300
Germany.....	1,359,448,100	1,191,597,200
France.....	852,234,900	817,725,200
Russia (9 months).....	199,538,000	303,152,200
Belgium (11 months) <sup>a</sup> .....	402,099,000	321,381,000
Spain (10 months) <sup>b</sup> .....	98,309,000	89,882,000
Italy (10 months) <sup>a</sup> .....	288,147,000	222,948,000
Austria-Hungary (10 months) <sup>a</sup> .....	381,600,000	423,699,000
Switzerland (6 months).....	93,097,300	77,815,300
Canada <sup>c</sup> .....	202,791,600	211,725,800
Mexico <sup>c</sup> .....	64,656,000	78,070,000
Argentina (9 months).....	75,152,900	131,923,000
British India <sup>c</sup> .....	323,581,400	425,367,600
Japan (10 months).....	109,604,600	101,059,000
Cape Colony (9 months).....	99,476,100	50,738,100

<sup>a</sup> Special commerce.

<sup>b</sup> Principal articles only.

<sup>c</sup> Fiscal years 1901-1902.

## SHARE OF THE UNITED STATES IN THE WORLD'S TRADE.

For purposes of comparison, the following tables, showing the trade of all countries (as far as figures are available) and the share of the United States therein, for the years 1901 and 1900, have been compiled from consular reports and foreign official returns:

## AFRICA.

	Imports.			Exports.		
	1901.		1900.	1901.		1900.
	Total.	From United States.	Total.	Total.	To United States.	Total.
Madeira.....	\$2,201,700	\$674,200	\$1,649,000	\$1,585,800	a\$28,300	\$1,207,100
Canary Islands.....	4,000,000	b254,900	1,500,000	2,000,000	b32,900	2,100,000
Algeria.....	63,718,600	818,900	56,919,500	52,389,000	317,800	66,578,400
Morocco.....	d1,843,200	.....	2,073,000	d1,353,400	d120,000	8,082,400
Tunis.....	e12,983,500	e242,600	f12,308,000	e7,825,500	e52,300	f8,512,000
Tripoli.....	1,771,400	b200	2,430,800	1,588,000	b182,200	2,086,600
Egypt.....	75,355,700	1,551,400	69,752,400	77,753,800	8,866,400	82,877,300
British West Africa:						
Sierra Leone.....	2,440,500	195,400	2,716,800	1,479,500	a100	1,766,300
Gambia.....	1,229,500	.....	1,351,200	1,137,100	.....	1,372,200
Gold Coast.....	8,764,700	506,300	6,301,900	2,723,800	110,500	4,309,000
Lagos.....	3,598,000	8,200	4,041,500	4,424,800	2,200	4,307,400
Nigeria.....	6,316,800	.....	3,582,000	6,101,100	.....	6,676,000
Liberia.....	990,000	b34,000	.....	9700,000	a8,100	.....
Kongo Free State.....	4,458,700	.....	6,138,000	9,744,300	.....	9,183,800
French West Africa:						
Sudan.....	A2,084,400	.....	.....	A598,300	.....	6,596,400
Senegal.....	10,462,300	.....	9,861,000	6,121,300	.....	1,558,490
Ivory Coast.....	1,406,200	.....	1,752,600	1,262,700	.....	2,461,900
Dahomey.....	8,040,300	.....	2,937,700	2,022,400	.....	1,916,900
Guinea.....	1,494,700	.....	2,767,800	1,540,600	.....	1,455,100
Kongo.....	1,453,200	.....	2,087,000	1,258,800	.....	f728,000
German West Africa:						
Togoland.....	e1,124,000	.....	f887,000	e878,100	.....	f1,227,400
Kameruns.....	f3,466,200	.....	18,029,000	f1,825,200	.....	1,840,700
Southwest Africa.....	f2,380,000	.....	f2,811,600	f297,500	.....	18,595,200
Portuguese West Africa:						
Angola.....	47,820,000	.....	17,670,400	45,770,000	.....	8,790,000
Cape Verde.....	.....	.....	3,070,000	.....	.....	866,000
San Thomé.....	.....	.....	2,196,000	.....	.....	.....
Guinea.....	1,000,000	.....	.....	500,000	.....	.....
Cape Colony.....	104,221,700	9,360,000	88,517,900	62,167,800	.....	34,271,800
Natal.....	46,460,000	2,498,600	2,620,600	20,152,000	a808,500	6,526,000
Transvaal.....	17,861,800	92,679,300	A51,744,900	A1,907,400	a7,400	.....

Orange River Colony	5,208,200	2,677,600	82,600	219,900
Beantoland	708,000	4416,200	f1,757,000	651,500
Portuguese East Africa	12,000,000	5,672,000	57,000,000	.....
British Central Africa	710,800	1892,700	f188,300	.....
Madagascar	8,884,300	7,810,900	1,782,300	2,650,400
Rhodesia	10,267,400	.....	6,300	.....
German East Africa	2,492,900	91,960,000	f1,044,300	990,000
British East Africa	2,050,100	42,182,000	.....	852,800
Meuritius	6,630,000	7,390,400	8,126,400	10,088,400
Reunion	4,688,800	342,800	8,512,700	3,370,000
Zanzibar	5,820,000	4,261,700	5,612,700	5,675,500
Abyssinia	1,703,000	5,423,900	6,680,000	1,345,500
Somali Coast	.....	1,911,800	1,216,600	.....
British	1,917,000	42,205,900	e1,765,000	f1,912,800
French	1,415,600	1,414,000	1,312,100	135,000
Italian	118,000	.....	1,385,600	.....
Erythra	1,802,600	1,519,200	622,200	435,700

## AMERICA.

Dominion of Canada	\$202,791,600	\$190,415,000	\$110,455,000	\$211,725,800	\$177,639,000	\$567,983,000
Newfoundland	7,926,400	77,476,500	f1,968,000	e9,562,500	f8,300,000	f1,006,000
French North America	1,897,100	1,800,000	b198,400	2,268,300	2,600,000	958,400
Mexico	64,656,000	f65,083,400	f31,026,400	78,070,000	f70,960,400	f57,440,900
British Honduras	1,227,200	1,184,700	700,000	1,387,600	1,300,600	242,000
Costa Rica	6,111,900	2,156,900	2,736,000	5,906,900	6,152,400	e2,710,100
Guatemala	1,522,300	8,127,100	1,418,100	7,318,700	7,195,900	e2,487,300
Honduras	1,721,600	2,416,600	f979,900	2,563,600	2,451,400	11,650,500
Nicaragua	1,024,600	1,153,400	1,006,300	3,423,400	2,062,100	2,142,600
Salvador	2,545,000	606,000	1,006,300	8,428,100	3,553,200	543,900
British West Indies:	.....	2,888,200	698,300	4,628,100	.....	.....
Antigua	583,700	243,400	.....	521,000	513,000	.....
Bahamas	1,986,300	1,495,700	1,203,400	1,081,200	1,008,400	884,800
Barbados	4,904,000	1,800,400	1,715,900	4,560,800	4,411,200	2,405,600
Bermuda	3,677,600	1,419,400	1,220,000	538,200	500,600	485,400
Jamaica	8,278,000	f8,976,400	f4,024,900	e9,436,000	f9,091,000	f5,752,500
St. Christopher Nevis	730,600	664,000	617,500	617,500	533,500	.....
Trinidad	12,896,000	12,166,300	2,946,700	11,895,000	3,977,100	e4,659,600
Cuba	28,078,600	66,658,600	82,197,000	68,278,400	48,066,600	38,615,600
Danish West Indies	66,584,000	28,078,600	b652,000	534,300	49,014,900	e576,600
Dutch West Indies	1,101,600	586,000	e2,301,500	1,139,600	a547,700	e196,700
French West Indies:	1,870,500	b620,800	b631,300	.....	a224,500	.....
Guadeloupe	3,974,400	b2,766,000	1,186,700	4,124,000	a9,500	18,000
Martinique	5,206,900	1,615,800	4,811,400	.....	a600	.....
Haiti	6,310,000	b1,956,300	b3,720,800	12,300,000	a693,000	e712,300
Porto Rico	13,148,400	e10,719,400	6,962,100	e12,889,900	e8,297,400	6,612,500
Santo Domingo (Dominican Republic)	3,238,200	1,994,300	b1,700,400	5,190,000	a3,879,500	e8,233,200

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

\* From Dilboud only.  
 o Fifteen months ended March 31, 1902.

**AMERICA—Continued.**

	Imports.			Exports.		
	1901.		1900.	1901.		1900.
	Total.	From United States.	Total.	Total.	To United States.	Total.
Argentina Republic.....	\$113,959,800	\$15,553,600	\$113,485,100	\$18,438,500	\$9,286,500	\$154,600,400
Bolivia.....	6,781,200		6,511,900	398,000	a 28	17,357,000
Brazil.....	96,175,600	11,990,000	b 84,201,800	15,082,000	84,981,700	b 162,220,700
Chile.....	50,735,300	6,082,100	46,916,400	4,416,000	6,342,700	61,201,200
Colombia.....	8,084,200	a 3,804,200	c 11,083,000	a 2,605,500	a 8,544,400	c 19,157,800
Ecuador.....		1,831,600	5,882,800	1,670,600	1,356,200	6,753,600
Guianas.....	7,366,500					
British.....	d 6,790,900	d 1,943,900	e 6,688,900	e 1,901,300	d 8,878,600	e 9,928,300
Dutch.....	2,831,100	2,466,600	2,567,700	2,146,200	1,389,200	2,216,300
French.....	2,358,300	a 251,000	1,884,100	a 21,800	a 54,800	1,209,900
Paraguay.....	2,923,400	a 16,200	1,789,500	a 8,500	a 44,000	1,270,600
Peru.....	13,422,900	1,961,600	11,251,300	1,447,500	f 4,388,900	2,009,000
Uruguay.....	24,497,500	2,148,400	23,977,600	20,918,100	21,860,300	21,860,300
Venezuela.....		a 3,052,400	c 18,049,846	c 3,016,800	2,003,000	27,388,200
					f 7,282,500	g 4,824,700

## ASIA:

Aden.....	d \$15,228,000	d \$1,273,100	e \$12,254,100	e \$1,273,100	d \$14,444,800	d \$1,526,000	e \$9,814,300	e \$1,648,500
Borneo (British).....	1,600,000		1,500,000		1,700,000		1,650,000	
British India.....	d 323,581,400	d 3,819,600	e 298,772,700	e 4,036,900	d 426,367,600	d 27,111,200	e 367,642,000	e 24,467,300
Ceylon.....	38,654,500	137,800	38,181,400	225,400	39,299,600	1,821,000	36,845,500	e 2,246,011
China.....	186,174,100	25,444,100	182,115,453	18,942,400	122,182,900	f 18,138,200	114,689,000	e 20,991,600
Church India.....	21,043,100	1,043,100	20,521,600	1,116,300	21,637,900	10,181,500	194,181,000	e 24,784,600
French Indo-China.....	3,600,000	1,000,000	3,200,000	1,116,300	3,316,000	1,500,000	2,600,000	
Hongkong.....	30,600,000	19,400,000	28,400,000	7,787,700	31,026,100	f 2,860,900	28,600,000	e 2,732,000
Japan.....	a 6,050,900	19,400,000	19,400,000	a 7,787,700	20,000,000	f 2,860,900	28,600,000	e 2,732,000
Korea.....	127,398,700	21,299,200	143,058,400	81,265,100	125,670,100	36,010,100	98,635,400	e 26,178,000
Malaya.....	7,359,100	a 797,600	6,650,900	1,182,000	4,214,100	a 21,600	4,701,000	
Perlia.....	d 27,174,500		26,000,000	1,182,000	d 11,426,000		14,000,000	
Philippine Islands.....	30,162,500	3,534,300	24,863,800	2,153,300	24,503,400	4,546,300	2,960,900	
Russia in Asia.....	b 16,000,000	a 1,013,300	a 1,013,300	a 2,786,600	b 31,000,000	a 26,600	a 1,100	
Siam.....	14,206,300	102,900	11,827,600	164,300	22,117,200	17,208,100	e 34,100	
Strait Settlements.....	159,373,200	796,900	162,878,300	838,700	184,492,900	18,179,300	129,983,900	12,906,300
Turkey in Asia: Beirut.....	8,950,000	96,400		104,400	3,650,000	34,300		
Sivas.....	1,711,500	13,000			1,648,500			2,197,900
Smyrna.....	d 11,468,000	d 618,000		e 492,900	d 13,098,000	d 2,084,000	e 2,500,000	e 166,500
Hafia.....	6,000	6,000		740,200	1,832,100	156,700	1,606,000	
Diabekr.....	1,194,700	2,800	1,444,500	2,800	641,600	106,900	1,647,000	120,100
Mamouret-el-Azis.....	560,600	6,000	716,500	9,000	153,900	3,000	1,436,400	15,000

## AUSTRALASIA.

New South Wales.....	\$131,046,200	\$13,643,900	\$12,448,800	\$133,104,200	\$12,856,600	\$136,879,500	\$19,374,700
New Zealand.....	54,648,200	7,066,300	63,290,800	62,552,800	1,696,400	66,280,000	2,898,500
Queensland.....	31,881,200	1,878,900	34,319,500	46,246,800	5,500	44,152,100	12,500
South Australia.....	35,876,800	2,708,100	39,100,100	38,985,500	739,200	39,078,900	922,800
Tasmania.....	9,687,000	356,200	10,093,600	11,195,600	71,200	12,263,100	92,800
Victoria.....	94,636,700	7,988,000	89,054,700	7,669,400	1,645,600	84,796,800	1,465,900
West Australia.....	31,408,400	2,470,100	29,019,000	1,099,800	71,800	33,846,600	

## POLYNESIA.

Fiji.....	\$1,709,000		\$1,702,700	\$2,670,800		\$3,016,400	
Hawaii f.....	2,640,600	\$85,600	10,231,200	2,934,772,400		14,113,600	\$14,083,300
New Caledonia.....	373,900	57,700	2,847,800	2,133,800	372,100	1,711,800	947,300
Samoa (German).....	878,100	374,900	501,200	239,400	768,900	801,200	806,138
Society Islands.....			706,400	661,200	298,200	719,500	

## EUROPE.

Austria-Hungary.....	\$335,486,300	\$25,088,800	\$339,271,500	\$333,747,900	\$6,037,100	\$388,400,500	\$7,586,900
Belgium f.....	423,651,400	64,752,300	427,649,400	199,846,800	16,141,000	371,119,700	14,841,700
Bulgaria.....	13,918,500	28,900	8,835,000	17,325,600	103,100	10,402,700	116,700
Denmark.....	108,499,000	a 18,460,800	710,461,900	73,256,000	763,400	76,216,900	1,842,400
France f.....	843,257,000	38,022,800	710,246,300	774,496,000	46,228,200	787,060,200	48,972,800
Germany.....	1,429,154,000	245,093,800	1,438,264,900	1,132,738,900	91,830,400	1,331,214,000	104,048,600
Greece.....	25,244,000		328,000	18,103,000		19,708,400	1,490,000
Italy f.....	331,441,800	52,680,000	328,000	265,783,300	27,010,000	288,300,800	23,432,300
Netherlands.....	811,441,800	121,846,200	701,671,700	683,724,000	91,838,400	681,491,100	23,969,200
Portugal.....	58,640,000	6,291,600	64,518,300	68,206,000	91,838,400	68,402,000	93,574,500
Romania.....	58,854,000	6,277,800	41,875,300	58,516,000	73,493,200	85,040,100	a 101,000
Russia.....	269,488,300	38,314,300	294,383,400	87,627,300	2,042,900	354,694,500	1,790,300
Serbia.....	8,459,600	220,000	10,028,900	12,672,300	48,000	10,892,300	
Spain.....	120,968,100	15,484,400	137,983,400	98,947,200	5,409,300	115,818,000	95,768,700
Sweden.....	124,900,000		107,983,400	98,947,200		146,897,900	
Norway.....	76,969,600	4,850,900	88,267,600	44,246,900	515,100	89,000,000	528,900
Switzerland.....	202,650,700	11,882,900	213,674,700	181,457,500	18,970,700	166,784,600	18,473,600
Turkey.....	111,614,400	a 527,200		110,319,100	73,956,600		a 41,401,200
United Kingdom.....	2,609,951,000	705,077,300	2,548,260,000	1,739,321,800	118,255,800	1,725,422,000	181,734,400

a U. S. Treasury returns.

b Fiscal year 1900-01.

c Declared exports, fiscal year 1901.

d Estimated.

e Declared exports, fiscal year 1900.

f Partial returns.

f No statement as to imports in 1901; figures for 1900 are given from Jan. 1 to June 14, 1900, date of taking effect of the act to provide a government for Hawaii.

g Special commerce.

h 1899.



# UNITED STATES TRADE IN 1902.<sup>a</sup>

		Twelve months ended December—		Increase (+) or decrease (-) twelve months 1901 and 1902.
		1901.	1902.	
<b>MERCHANDISE.</b>				
Imports:		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Free of duty.....		381,512,618	408,643,902	+ 27,131,284
Dutiable.....		498,907,292	560,626,107	+ 61,718,815
Total .....		880,419,910	969,270,009	+ 88,850,099
Exports:				
Domestic .....		1,438,078,651	1,333,289,183	-104,789,468
Foreign.....		27,297,209	27,407,172	+ 109,968
Total .....		1,465,375,860	1,360,696,355	-104,679,505
Excess of imports .....				
Excess of exports.....		584,955,950	391,426,846	-193,529,604
<b>GOLD.</b>				
Imports .....		54,761,880	44,162,767	- 10,599,113
Exports .....		57,783,939	36,030,576	- 21,753,363
Excess of imports .....			8,132,191	
Excess of exports .....		3,022,069		
<b>SILVER.</b>				
Imports .....		31,146,782	26,402,985	- 4,743,847
Exports .....		56,638,358	49,272,954	- 6,365,404
Excess of imports .....				
Excess of exports.....		24,491,576	22,870,019	- 1,621,557

<sup>a</sup> These figures are taken from Treasury returns. No further details are available at this date, January 26, 1903.

The trade of the United States, by countries, in the fiscal years 1893-1902 (no returns for the calendar year being available as yet<sup>a</sup>), is given below:

*Imports of merchandise into the United States, by countries, during the years 1893-1902.*

Countries from which imported.	Year ended June 30—									
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
<b>EUROPE.</b>										
United Kingdom.....	\$182,859,769	\$107,372,966	\$159,083,243	\$169,963,454	\$167,947,820	\$108,945,185	\$118,488,217	\$159,583,060	\$143,865,901	\$165,865,720
Germany.....	98,210,235	69,387,975	81,014,065	94,240,883	111,210,614	69,697,878	64,228,777	97,330,085	100,298,666	101,999,089
France.....	76,076,213	47,649,974	61,580,509	66,295,987	67,530,231	62,730,849	62,146,055	72,998,631	75,454,086	82,896,276
Italy.....	28,250,241	18,006,075	20,851,761	22,142,487	19,007,352	20,382,637	24,832,746	27,924,176	15,799,400	30,557,332
Switzerland.....	18,460,728	11,450,270	14,988,954	14,060,953	13,849,782	11,390,835	14,826,480	17,338,168	16,799,400	17,790,243
Netherlands.....	17,448,196	10,690,979	15,182,581	18,296,767	12,824,126	12,525,065	14,467,620	15,850,869	20,596,272	19,649,686
Belgium.....	11,665,186	8,609,819	10,141,485	13,776,014	14,082,414	8,741,826	10,561,080	12,940,806	14,600,360	16,502,770
Austria-Hungary.....	10,064,501	6,896,341	6,510,139	7,644,156	8,168,828	4,716,510	6,561,265	9,080,988	10,067,175	10,154,081
Spain.....	5,694,563	4,256,875	5,674,126	4,131,184	3,631,978	3,675,565	3,892,363	5,950,047	6,407,301	8,270,708
Russia, Baltic and White Seas.....	3,081,479	1,636,920	1,890,976	2,116,427	1,866,967	2,825,008	2,830,223	4,795,612	5,546,280	6,778,286
Sweden and Norway.....	4,176,384	3,112,066	2,631,827	3,320,821	2,500,118	2,675,063	2,606,565	4,244,302	3,487,639	3,804,149
Turkey in Europe.....	2,216,464	1,657,218	2,097,702	2,665,127	2,766,194	2,119,387	2,569,380	3,890,866	3,896,782	4,985,346
Portugal.....	2,689,781	2,030,966	1,690,668	2,255,731	2,294,291	2,605,370	2,975,504	3,743,216	3,370,430	3,178,921
Russia, Black Sea.....	2,703,617	1,214,350	1,684,412	1,610,507	1,338,692	1,714,081	1,710,161	2,610,361	1,484,612	1,380,163
Greece.....	1,283,557	1,797,281	1,827,201	1,720,386	1,732,702	1,910,390	944,521	1,122,855	1,124,775	1,560,913
Denmark.....	1,236,865	194,900	324,827	334,586	356,356	211,677	280,198	920,455	645,098	613,297
Roumania.....	.....	.....	127,329	98,186	.....	12	.....	101,042	.....	.....
Greenland, Iceland, etc.....	.....	170,215	.....	98,186	40,056	144,227	78,408	78,658	82,583	61,116
Gibraltar.....	181,220	11,122	7,807	31,114	26,462	32,519	17,996	40,206	52,863	21,494
Azores and Madeira Islands.....	27,011	10,284	26,963	22,121	12,585	23,797	9,823	19,431	25,895	19,273
Malta, Gozo, etc.....	.....	.....	.....	.....	.....	13,476	9,770	10,586	17,744	17,556
Servia.....	23,808	22,860	10,558	28,780	21,283	12,096	.....	.....	10,669	32,761
Total Europe.....	458,450,098	285,077,865	383,645,813	418,639,121	430,192,205	305,983,691	353,894,534	440,509,440	429,436,190	475,229,366
<b>NORTH AMERICA.</b>										
<b>West Indies:</b>										
Cuba.....	78,706,506	75,678,281	62,871,269	40,017,730	18,406,815	16,282,477	24,406,828	81,371,704	43,423,088	34,694,684
British.....	16,028,592	13,017,178	9,777,444	10,900,618	12,285,885	10,682,187	14,150,432	11,894,620	12,953,807	12,191,202
Santo Domingo.....	2,396,315	8,200,852	1,514,583	2,986,069	2,899,424	2,382,139	3,125,779	3,680,413	8,583,776	2,568,470
Porto Rico.....	4,008,628	8,136,694	1,606,512	2,296,653	2,181,024	2,414,866	2,179,827	3,078,415	.....	.....
Haiti.....	7,986,021	840,046	2,746,539	1,097,618	1,400,220	756,582	828,580	1,184,797	1,199,240	1,204,461
Danish.....	547,626	511,970	239,775	310,339	1,367,289	327,769	599,328	1,668,965	1,386,462	.....
Dutch.....	271,564	62,687	176,408	163,134	96,843	87,243	246,902	315,809	240,019	208,001
French.....	8,340	18,386	27,632	12,786	9,944	90,668	28,785	80,176	13,972	8,245
Total West Indies.....	102,708,617	96,464,964	68,860,152	56,193,947	37,176,944	32,070,681	47,566,411	62,124,769	61,761,864	51,260,476

<sup>a</sup>January 26, 1903.

## Imports of merchandise into the United States, by countries, during the years 1898-1902—Continued.

Countries from which Imported.	Year ended June 30—									
	1898.	1894.	1896.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
<b>NORTH AMERICA—continued.</b>										
British North America:										
Quebec, Ontario, etc.....	\$29, 186, 289	\$22, 922, 080	\$26, 919, 413	\$30, 681, 887	\$80, 919, 400	\$23, 143, 411	\$23, 031, 743	\$27, 816, 604	\$27, 599, 857	\$33, 290, 898
British Columbia.....	2, 584, 510	3, 394, 233	2, 836, 299	3, 683, 682	3, 683, 669	4, 631, 744	4, 456, 234	5, 814, 923	5, 376, 712	7, 438, 001
Nova Scotia, New Brunswick, etc.	2, 706, 714	4, 474, 638	6, 831, 931	6, 693, 486	6, 761, 302	4, 983, 331	3, 702, 980	6, 673, 370	5, 483, 776	7, 413, 139
Newfoundland and Labrador.....	866, 879	583, 815	481, 886	431, 435	413, 421	872, 713	888, 168	962, 759	420, 315	711, 449
Total British North America.....	38, 186, 342	31, 326, 731	37, 006, 163	41, 212, 000	40, 722, 792	32, 242, 601	31, 604, 135	39, 867, 261	42, 890, 860	48, 875, 478
Mexico .....	33, 555, 099	28, 727, 006	15, 635, 798	17, 456, 177	18, 511, 572	19, 004, 863	22, 965, 722	23, 615, 881	23, 868, 011	40, 380, 594
<b>Central American States:</b>										
Costa Rica.....	2, 909, 958	2, 287, 384	3, 205, 506	3, 835, 187	3, 439, 374	2, 732, 426	3, 581, 909	2, 980, 080	2, 990, 550	8, 134, 091
Guatemala.....	2, 554, 710	2, 225, 586	2, 690, 384	2, 080, 027	1, 862, 549	1, 854, 308	2, 111, 264	2, 402, 978	3, 512, 445	2, 968, 336
Nicaragua.....	1, 409, 238	1, 564, 472	1, 583, 792	1, 268, 922	1, 262, 701	1, 086, 863	1, 514, 630	1, 520, 266	2, 085, 686	1, 978, 025
Honduras.....	1, 684, 912	765, 138	872, 312	776, 644	647, 230	784, 741	911, 949	983, 606	1, 259, 317	1, 093, 853
Salvador.....	1, 365, 730	2, 926, 469	3, 174, 677	1, 168, 970	1, 112, 584	799, 145	1, 065, 703	738, 674	1, 037, 715	616, 887
Total Central American States.....	8, 804, 946	9, 769, 049	11, 580, 761	9, 127, 750	8, 594, 428	7, 266, 480	9, 205, 945	8, 630, 554	10, 894, 663	9, 816, 192
Bermuda.....	759, 845	444, 595	465, 707	522, 674	621, 831	459, 282	494, 812	436, 661	581, 323	487, 195
British Honduras.....	155, 171	112, 969	131, 809	200, 212	226, 633	171, 920	198, 203	198, 040	241, 509	234, 232
Miquelon, Langley, etc.....	67, 691	117, 255	136, 392	164, 366	139, 803	161, 080	86, 283	66, 709	82, 814	58, 548
Total North America.....	133, 782, 712	166, 982, 559	133, 915, 682	126, 877, 126	105, 924, 063	91, 376, 807	112, 150, 911	129, 989, 875	145, 161, 044	151, 102, 714
<b>SOUTH AMERICA.</b>										
Brazil.....	76, 222, 138	79, 360, 159	78, 831, 476	71, 060, 046	69, 089, 389	61, 750, 399	57, 876, 747	58, 073, 457	70, 643, 347	79, 188, 087
Argentina.....	8, 239, 065	3, 497, 080	7, 676, 270	9, 313, 386	10, 772, 627	5, 915, 879	6, 112, 661	8, 114, 804	8, 065, 318	11, 120, 721
Chile.....	3, 966, 441	3, 586, 197	4, 466, 561	4, 709, 017	3, 792, 484	3, 792, 307	2, 942, 962	7, 061, 186	8, 646, 604	7, 746, 789
Venezuela.....	3, 625, 118	3, 464, 481	10, 073, 961	9, 640, 911	9, 548, 072	7, 722, 564	6, 507, 847	6, 500, 019	6, 646, 848	6, 287, 121
<b>Guianas:</b>										
British.....	5, 029, 178	4, 223, 970	2, 521, 704	3, 418, 578	3, 661, 956	3, 060, 968	3, 500, 207	3, 795, 358	4, 805, 395	3, 416, 816
Dutch.....	1, 079, 710	1, 073, 541	853, 508	967, 247	1, 036, 688	1, 457, 185	1, 651, 009	1, 230, 412	1, 272, 731	1, 566, 870
French.....	36, 965	23, 400	26, 065	31, 419	8, 137	12, 561	37, 929	37, 564	54, 018	26, 645
Total Guianas.....	6, 144, 853	5, 325, 911	3, 402, 277	4, 407, 244	4, 708, 781	4, 580, 654	5, 189, 145	5, 063, 894	6, 132, 144	4, 880, 384

Colombia	8,572,918	2,284,887	3,715,682	4,970,062	4,780,838	6,188,604	5,126,781	4,807,814	3,220,652	8,271,897
Cuba	6,619,168	4,911,884	4,778,315	7,112,096	7,721,069	714,247	1,496,978	2,122,848	8,556,180	8,269,411
Uruguay	1,629,880	1,419,678	2,699,648	8,763,643	3,672,458	1,722,480	1,281,109	1,863,077	1,863,984	2,599,112
Ecuador	900,228	816,484	821,060	763,643	560,526	1,766,960	1,004,663	1,324,875	1,424,940	1,546,564
Bolivia	6,476	1,001	10,274				160	22	1,740	1,567
Paraguay										1,869
Total South America	102,207,815	100,147,107	112,167,120	108,828,462	107,389,405	92,091,684	86,587,863	93,685,184	110,329,857	119,788,819
ASIA.										
East Indies:										
British	25,908,554	14,829,661	21,266,013	20,370,556	20,567,122	27,238,459	32,560,312	45,355,976	43,865,374	48,408,058
Dutch	8,696,588	11,278,725	7,727,282	14,864,028	15,004,965	14,529,835	21,813,945	27,886,814	19,026,451	14,749,241
Portuguese					519		9	629		
French				78,158				4		6,882
Total East Indies	34,605,142	26,108,386	28,993,295	35,303,584	36,172,507	41,767,794	53,874,266	73,248,323	62,892,065	63,164,181
Japan	27,454,220	19,426,622	23,695,367	25,537,088	24,009,756	25,223,610	28,716,814	32,724,418	29,115,370	37,544,726
Chinese Empire	20,696,585	17,135,028	20,546,629	22,023,004	20,408,862	20,826,486	18,619,268	26,896,117	18,803,880	21,065,680
Turkey in Asia	8,538,197	2,201,973	3,089,861	3,266,205	4,009,027	2,825,078	3,284,250	3,823,371	8,997,864	8,912,286
Aden	2,471,987	1,660,639	1,882,678	1,666,100	1,568,862	2,017,756	1,924,941	1,642,386	1,520,629	1,980,644
Hongkong	2,878,078	892,611	776,476	1,419,124	1,928,942	746,617	2,479,274	1,266,268	1,900,224	1,286,178
All other Asia	76,276	68,601	83,748	40,771	70,880	76,862	78,481	325,267	396,115	686,867
British China								4,886	81	6,722
Russia, Asiatic	861,919	355,476	441,013	346,649	201,421	111,650	113,562	1,108	8,529	34,158
Korea	79		100	82			408		768	
Total Asia	90,096,883	67,847,086	79,009,087	89,592,318	87,294,567	92,694,593	107,091,214	139,817,023	117,519,955	129,621,549
OCEANIA.										
Hawaiian Islands	9,146,767	10,085,317	7,138,961	11,757,704	13,687,799	17,187,880	17,831,483	20,707,908	4,420,289	6,612,700
Philippine Islands	9,186,957	7,008,842	4,731,363	4,960,857	5,388,740	5,830,415	4,497,771	5,673,268	4,420,289	6,612,700
British Australasia	7,266,808	4,017,025	4,620,828	7,579,266	5,900,144	5,578,868	8,562,462	1,424,130	1,940,940	5,596,888
Auckland, Fiji, etc							926,567	1,847,707	657,337	1,743,869
French Oceania	428,946	367,239	200,771	261,312	378,144	188,121	287,587	487,707	70,883	678,584
Tonga, Samoa, etc				38,216	40,971	68,406	28,183	76,883	70,044	807
Guam				5,320	5,047	8,811	10,649	1,820	1,044	
German Oceania					4,594			621	5,381	11,662
Total Oceania	25,997,378	21,457,923	17,450,926	24,614,668	24,400,489	26,869,280	26,997,877	34,596,042	11,272,711	14,486,867
AFRICA.										
Turkey in Africa:										
Egypt	8,438,925	2,165,465	8,628,462	8,043,797	7,027,005	5,017,707	7,489,929	8,278,001	7,212,282	11,364,826
Tripoli		42,544	90,776	71,014	119,238	65,810	60,066	174,297	188,743	209,494
Total Turkey in Africa	8,438,925	2,208,009	8,719,238	8,114,811	7,146,243	5,083,517	7,549,995	8,452,298	7,398,025	11,574,320

## Imports of merchandise into the United States, by countries, during the years 1893-1902—Continued.

Countries from which imported.	Year ended June 30—									
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
<b>AFRICA—continued.</b>										
British Africa.....	716,376	464,087	776,114	1,732,147	1,468,994	875,338	1,306,746	1,089,182	818,440	1,009,888
All other Africa.....	1,080,539	456,799	797,554	402,964	1,567,448	692,847	946,927	1,021,744	281,431	1,335,825
French Africa.....	309,327	29,069	292,790	406,916	254,755	476,836	585,673	1,657,266	417,223	444,085
Portuguese Africa.....	39,523	23,123	48,394	4,979	49,909	98,293	24,108	27,607	82,866	27,074
Spanish Africa.....	28,144	4,680	6,629	16,006	23,263	15,343	11,708	17,312	1,643	17,216
Madagascar.....	218,196	210,721	68,675	19,637	17,088	16,772	1,470	4,061	4,847	2,575
Libya.....	26,002	12,800	9,775	11,547	7,023	6,670	9,380	2,996	4,867	2,072
Spanish Africa.....	.....	.....	.....	16,972	.....	83	.....	750	5,387	10,637
Total Africa.....	5,857,032	3,479,338	5,709,169	11,172,979	9,629,713	7,193,639	10,436,060	11,217,156	8,963,454	13,421,286
All other countries.....	59,506	22,794	71,218	.....	.....	.....	.....	.....	.....	.....
Grand total.....	866,400,922	654,994,622	731,969,965	779,724,674	764,730,412	616,049,654	697,148,499	849,714,670	822,673,016	903,327,071
<b>RECAPITULATION.</b>										
Europe.....	458,450,093	285,077,845	363,645,813	418,639,121	430,192,205	305,983,691	353,884,534	440,509,490	429,436,180	475,229,866
North America.....	183,732,712	166,962,559	133,915,682	126,877,126	106,924,053	91,376,807	112,150,911	129,939,875	145,161,044	151,102,714
South America.....	102,207,815	100,147,107	112,167,120	108,528,462	107,389,406	92,091,694	86,387,893	93,636,134	110,829,667	119,786,319
Asia.....	90,096,383	67,847,086	79,009,037	99,592,318	87,234,597	92,594,563	107,091,214	189,817,023	117,519,955	129,621,549
Oceania.....	25,997,378	21,457,923	17,450,926	24,614,668	24,400,499	26,859,280	28,997,877	34,596,042	11,272,711	14,166,887
Africa.....	5,857,032	3,479,338	5,709,169	11,172,979	9,629,713	7,193,639	10,436,060	11,217,116	8,963,469	13,421,236
All other countries.....	59,506	22,794	71,218	.....	.....	.....	.....	.....	.....	.....

Exports of merchandise from the United States, by countries, during the years 1893-1902.

Countries to which exported.	Year ended June 30—									
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
<b>EUROPE.</b>										
United Kingdom .....	\$421,134,551	\$431,056,257	\$387,125,456	\$405,741,339	\$483,270,396	\$540,940,605	\$511,778,705	\$533,829,374	\$631,256,238	\$548,385,117
Germany .....	83,578,968	92,357,163	92,063,753	97,897,197	125,246,088	155,089,972	155,772,179	187,370,199	191,072,252	178,148,010
Netherlands .....	23,506,193	43,570,312	31,011,775	39,022,899	51,045,011	64,274,524	78,305,998	89,376,676	84,352,470	75,135,666
France .....	26,719,135	35,315,511	45,149,137	47,040,660	57,594,541	95,459,250	60,566,899	83,312,697	78,923,914	71,512,964
Belgium .....	26,740,434	28,422,989	25,242,580	27,070,625	33,071,555	47,619,201	44,158,989	49,390,259	49,390,259	46,126,102
Italy .....	13,019,539	13,910,620	16,363,125	19,143,608	21,562,428	23,290,558	26,084,940	33,256,620	34,486,939	31,398,135
Denmark .....	5,270,434	5,050,837	3,475,326	6,557,448	10,194,867	12,967,421	16,606,828	18,487,991	16,176,613	16,494,623
Spain .....	13,460,783	18,121,906	10,927,428	11,492,428	10,912,745	10,238,545	9,077,807	13,399,690	15,484,783	15,511,987
Sweden and Norway .....	4,084,704	4,391,064	4,662,601	5,081,002	6,483,641	6,313,786	12,218,289	10,496,467	11,614,152	10,108,163
Austria-Hungary .....	571,037	527,009	6,273,629	6,527,603	4,125,711	5,957,912	7,878,985	7,046,619	7,222,650	7,222,650
Russia, Baltic and White Seas .....	2,085,861	6,273,629	5,176,265	6,298,427	6,995,204	6,251,912	7,801,088	6,186,982	6,346,298	7,530,399
Portugal .....	6,727,334	5,194,231	5,971,396	3,156,991	2,520,068	3,432,057	4,132,400	6,896,542	6,284,240	8,055,817
Russia, Black Sea .....	266,242	553,852	781,561	1,198,223	1,607,072	1,064,980	1,182,699	1,241,426	1,788,985	1,771,969
Gibraltar .....	494,226	508,095	381,675	407,564	382,246	364,829	567,961	500,162	678,814	506,956
Azores and Madeira Islands .....	293,897	294,933	298,784	304,905	296,909	304,928	361,252	340,377	427,434	356,518
Turkey in Europe .....	45,899	85,166	41,733	34,905	64,767	139,075	354,457	340,377	392,958	604,775
Greece .....	130,461	124,449	162,544	191,046	110,763	127,559	213,507	230,709	291,538	306,950
Switzerland .....	7,391	17,124	17,578	32,954	70,671	263,970	267,732	250,477	256,860	217,515
Malta, Gozo, etc .....	48,798	91,196	19,330	34,668	29,520	64,532	144,060	176,734	488,982	321,251
Roumania .....	2,800			47,305	42,065	111,154	146,048	6,562	23,567	128,679
Greenland, Iceland, etc .....						228	217	6,006		458
Servia .....										399
<b>Total Europe .....</b>	<b>661,976,710</b>	<b>700,870,822</b>	<b>627,927,692</b>	<b>673,043,763</b>	<b>813,385,644</b>	<b>973,806,246</b>	<b>986,602,093</b>	<b>1,040,167,312</b>	<b>1,136,092,260</b>	<b>1,008,108,221</b>
<b>NORTH AMERICA.</b>										
British North America:										
Quebec, Ontario, etc .....	41,300,151	50,761,245	46,712,706	52,804,176	57,139,681	74,917,794	79,028,530	83,009,739	90,984,821	95,580,292
Nova Scotia, New Brunswick, etc. ....	3,662,101	4,050,617	4,041,773	4,384,970	4,247,724	4,585,968	4,710,383	5,177,711	5,094,765	5,393,648
British Columbia .....	1,834,177	1,832,232	2,100,288	2,468,775	3,541,485	4,267,324	4,770,383	5,166,793	7,331,940	7,847,725
Newfoundland and Labrador .....		1,649,129	1,126,999	1,388,126	1,099,904	1,176,733	1,566,497	2,017,524	1,862,805	2,066,232
<b>Total British North America .....</b>	<b>48,628,508</b>	<b>58,313,223</b>	<b>53,981,768</b>	<b>61,086,046</b>	<b>66,028,725</b>	<b>84,889,819</b>	<b>89,570,458</b>	<b>97,041,772</b>	<b>107,799,333</b>	<b>111,486,948</b>
West Indies:										
Cuba .....	24,157,698	20,125,321	12,907,651	7,520,980	8,259,776	9,541,656	18,616,877	26,513,614	25,984,801	26,628,500
British .....	6,514,646	3,172,016	7,754,178	7,730,299	7,923,429	8,589,240	9,751,317	8,995,163	8,870,562	9,726,227
Porto Rico .....	2,010,007	2,730,188	1,863,888	2,107,034	1,984,888	1,908,431	2,640,431	2,640,431	2,640,431	2,640,431
Haiti .....	6,212,823	5,713,823	5,082,801	4,423,502	3,832,388	2,968,579	2,445,966	2,996,869	3,424,662	2,691,413
French .....	1,816,956	1,645,808	1,569,858	1,580,326	1,679,625	1,617,130	1,542,864	1,867,188	1,849,276	1,692,077

## Exports of merchandise from the United States, by countries, during the years 1893-1902—Continued.

Countries to which exported.	Year ended June 30—									
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
<b>NORTH AMERICA—continued.</b>										
<b>West Indies—Continued.</b>										
Santo Domingo.....	\$1, 143, 479	\$1, 768, 602	\$4, 351, 067	\$1, 064, 116	\$1, 098, 686	\$1, 151, 268	\$1, 104, 013	\$1, 317, 098	\$1, 800, 365	\$1, 577, 592
Danish.....	604, 323	581, 959	496, 216	637, 373	621, 765	707, 622	498, 066	624, 524	692, 150	704, 022
Dutch.....	762, 703	586, 267	619, 505	622, 761	652, 341	544, 435	476, 435	562, 185	647, 598	680, 490
<b>Total West Indies.....</b>	<b>44, 604, 651</b>	<b>41, 899, 416</b>	<b>31, 563, 880</b>	<b>26, 545, 205</b>	<b>25, 976, 717</b>	<b>26, 442, 894</b>	<b>36, 129, 506</b>	<b>47, 486, 892</b>	<b>43, 249, 426</b>	<b>43, 644, 311</b>
<b>Mexico.....</b>	<b>19, 568, 634</b>	<b>12, 842, 149</b>	<b>15, 005, 906</b>	<b>19, 450, 256</b>	<b>23, 421, 064</b>	<b>21, 206, 939</b>	<b>25, 483, 075</b>	<b>34, 974, 361</b>	<b>36, 475, 350</b>	<b>39, 872, 670</b>
<b>Central American States:</b>										
Nicaragua.....	937, 859	935, 142	1, 073, 467	1, 269, 015	1, 190, 695	1, 049, 505	1, 196, 511	1, 815, 129	1, 482, 194	1, 351, 386
Costa Rica.....	1, 210, 740	1, 022, 049	984, 085	1, 198, 612	1, 357, 472	1, 620, 161	1, 240, 840	1, 462, 356	1, 946, 726	1, 405, 842
Honduras.....	471, 685	534, 311	645, 781	610, 621	724, 991	732, 203	632, 016	1, 184, 183	1, 115, 009	983, 586
Guatemala.....	1, 763, 862	1, 664, 364	2, 665, 408	3, 138, 069	3, 047, 181	3, 201, 714	1, 102, 963	785, 462	1, 424, 514	1, 680, 939
Salvador.....	1, 138, 430	1, 071, 695	1, 260, 628	1, 608, 573	1, 619, 568	786, 976	626, 414	679, 440	788, 722	892, 923
<b>Total Central American States.....</b>	<b>5, 622, 886</b>	<b>5, 231, 981</b>	<b>6, 629, 369</b>	<b>7, 844, 880</b>	<b>7, 989, 907</b>	<b>5, 320, 158</b>	<b>4, 967, 854</b>	<b>5, 926, 579</b>	<b>6, 707, 465</b>	<b>6, 314, 685</b>
<b>Bermuda.....</b>	<b>982, 116</b>	<b>924, 876</b>	<b>821, 554</b>	<b>924, 047</b>	<b>854, 832</b>	<b>986, 915</b>	<b>1, 065, 398</b>	<b>1, 119, 880</b>	<b>1, 314, 007</b>	<b>1, 490, 868</b>
British Honduras.....	406, 188	320, 923	422, 083	571, 615	669, 767	576, 111	500, 802	620, 447	813, 817	875, 303
Miquelon, Langley, etc.....	197, 226	156, 644	170, 224	146, 447	167, 446	206, 005	194, 624	179, 387	220, 720	169, 019
<b>Total North America.....</b>	<b>119, 788, 889</b>	<b>119, 668, 212</b>	<b>108, 575, 594</b>	<b>116, 567, 496</b>	<b>124, 988, 461</b>	<b>139, 627, 841</b>	<b>157, 931, 707</b>	<b>187, 299, 318</b>	<b>196, 570, 118</b>	<b>203, 858, 804</b>
<b>SOUTH AMERICA.</b>										
Brazil.....	12, 398, 124	13, 866, 006	15, 165, 079	14, 258, 187	12, 441, 065	13, 317, 086	12, 239, 086	11, 578, 119	12, 084, 267	10, 391, 180
Argentina.....	4, 979, 696	4, 862, 746	4, 596, 168	5, 979, 046	6, 384, 984	6, 429, 070	9, 668, 610	11, 586, 237	11, 687, 668	9, 801, 804
Chile.....	2, 860, 831	2, 272, 530	2, 494, 099	3, 431, 808	2, 580, 589	2, 351, 727	2, 107, 124	3, 287, 862	3, 746, 726	3, 716, 708
Colombia.....	3, 156, 777	2, 784, 634	2, 596, 302	3, 382, 588	3, 807, 165	3, 277, 257	3, 042, 094	2, 710, 688	3, 142, 062	3, 008, 460
<b>Guianas:</b>										
British.....	2, 000, 675	2, 414, 720	1, 705, 631	1, 749, 198	1, 565, 986	1, 747, 375	1, 749, 645	1, 912, 814	1, 784, 404	1, 954, 394
French.....	373, 359	380, 857	843, 509	361, 657	384, 386	408, 414	448, 757	491, 236	610, 967	1, 000, 156
Dutch.....	111, 363	105, 857	96, 073	108, 854	118, 674	150, 041	170, 090	196, 087	200, 007	208, 592
<b>Total Guianas.....</b>	<b>2, 487, 397</b>	<b>2, 911, 434</b>	<b>2, 136, 213</b>	<b>2, 214, 704</b>	<b>2, 063, 946</b>	<b>2, 305, 880</b>	<b>2, 368, 392</b>	<b>2, 599, 067</b>	<b>2, 545, 378</b>	<b>2, 663, 244</b>
<b>Venezuela.....</b>	<b>4, 207, 661</b>	<b>4, 137, 163</b>	<b>3, 740, 464</b>	<b>3, 838, 746</b>	<b>3, 417, 522</b>	<b>2, 746, 261</b>	<b>2, 851, 034</b>	<b>2, 452, 757</b>	<b>3, 271, 877</b>	<b>2, 793, 743</b>
Uruguay.....	960, 606	1, 015, 171	1, 282, 001	1, 481, 200	1, 213, 426	1, 214, 248	1, 242, 822	1, 816, 861	1, 687, 072	1, 586, 459
Peru.....	668, 721	591, 877	900, 395	999, 381	1, 106, 436	1, 302, 695	1, 325, 650	1, 662, 475	3, 126, 984	2, 558, 985
Ecuador.....	817, 425	761, 178	735, 341	669, 416	794, 868	865, 198	882, 591	1, 216, 008	2, 015, 065	1, 461, 819

Bolivia.....	24, 849	10, 071	10, 898	21, 907	5, 155	20, 076	51, 298	59, 223	152, 315	49, 141
Brazil.....					740	1, 010	10, 761	12, 695	16, 884	10, 884
British Columbia.....				698	800				797	1, 006
Falkland Islands.....										
Total South America.....	32, 689, 077	33, 212, 310	33, 625, 935	36, 297, 671	33, 798, 646	33, 821, 701	35, 659, 902	38, 945, 721	44, 770, 898	33, 074, 292
ASIA.										
Japan.....	3, 136, 494	3, 986, 315	4, 684, 717	7, 689, 685	13, 255, 478	20, 385, 541	17, 264, 688	29, 087, 642	19, 000, 207	21, 486, 883
Chinese Empire.....	3, 800, 457	5, 362, 425	3, 603, 840	6, 921, 933	11, 924, 433	9, 992, 984	14, 498, 440	16, 258, 748	10, 405, 834	24, 715, 861
Hongkong.....	4, 216, 602	4, 209, 947	4, 283, 040	4, 691, 201	6, 060, 039	6, 265, 200	7, 732, 625	8, 486, 968	8, 009, 481	8, 030, 609
East Indies:										
British.....	3, 152, 760	4, 329, 103	2, 853, 941	3, 225, 368	3, 844, 911	4, 066, 013	4, 341, 936	4, 802, 323	6, 262, 254	4, 621, 876
Dutch.....	1, 183, 605	1, 722, 876	1, 147, 315	1, 576, 316	2, 094, 109	1, 201, 416	1, 548, 973	1, 584, 149	2, 084, 705	2, 076, 091
French.....	166, 020	193, 049	69, 136	1, 683, 955	186, 183	152, 265	7, 682	207, 587	56, 383	1, 310
Portuguese.....									1, 084	
Total East Indies.....	4, 492, 385	6, 245, 028	4, 070, 392	4, 905, 689	6, 074, 203	6, 049, 694	6, 868, 541	6, 634, 059	8, 376, 326	6, 699, 277
Russia, Asiatic.....	145, 591	183, 855	204, 937	568, 002	413, 942	618, 015	1, 548, 126	3, 030, 102	1, 461, 676	1, 030, 520
Aden.....				510, 160	991, 397	593, 345	998, 741	1, 490, 662	999, 896	916, 886
Russian China.....								337, 310	377, 252	517, 809
Turkey in Asia.....	132, 786	107, 162	130, 236	41, 245	74, 899	243, 190	167, 748	226, 655	194, 162	192, 286
All other Asia.....	139, 039	297, 628	427, 896	242, 129	490, 008	433, 976	124, 678	196, 651	362, 727	103, 548
Korea.....				32	509	123, 966	141, 679	126, 965	216, 551	251, 563
German China.....								29, 202		9, 067
Total Asia.....	16, 222, 354	20, 872, 761	17, 325, 087	25, 630, 029	39, 274, 905	44, 707, 791	48, 360, 161	64, 913, 964	49, 402, 814	63, 960, 148
OCEANIA.										
British Australasia.....	7, 921, 228	8, 131, 939	9, 014, 268	12, 748, 074	17, 460, 283	15, 609, 833	19, 777, 129	28, 725, 702	30, 713, 345	28, 373, 099
Hawaiian Islands.....	2, 527, 663	3, 396, 187	3, 723, 057	3, 965, 707	4, 660, 075	5, 907, 153	9, 305, 470	13, 306, 148	4, 027, 085	5, 254, 669
Philippine Islands.....	134, 378	143, 465	19, 235	34, 997	94, 997	327, 804	404, 183	2, 640, 499	411, 219	385, 364
French Oceania.....	296, 206	330, 990	252, 651	219, 251	330, 864	300, 684	227, 134	323, 133	174, 084	25, 783
Tonga, Samoa, etc.....				46, 576	46, 576	39, 392	56, 622	196, 267	174, 084	180, 921
Auckland, Fiji, etc.....						4, 743	10, 531	22, 251	15, 362	34, 931
Guam.....				81, 751	30, 878	4, 070	27, 578	13, 247	34, 931	45, 608
German Oceania.....						8, 721		10, 686	40, 821	
Total Oceania.....	11, 199, 477	11, 914, 182	13, 109, 231	17, 197, 229	22, 662, 711	22, 008, 062	29, 875, 015	43, 390, 927	35, 877, 176	34, 265, 941
AFRICA.										
British Africa.....	3, 688, 999	3, 983, 883	6, 208, 378	11, 290, 995	13, 096, 642	12, 027, 142	15, 156, 610	16, 269, 482	21, 634, 066	28, 779, 105
Turkey in Africa:										
Egypt.....	128, 687	181, 252	137, 694	215, 540	323, 761	816, 915	494, 196	1, 096, 613	1, 216, 778	1, 269, 449
Tripoli.....					37		278	50	1, 469	
Total Turkey in Africa.....	128, 687	181, 252	137, 694	215, 540	323, 798	816, 915	494, 474	1, 096, 663	1, 218, 242	1, 269, 449



*Exports of merchandise from the United States, by countries, during the years 1893-1902—Continued.*

Countries to which exported.	Year ended June 30—									
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
<b>AFRICA—continued.</b>										
Portuguese Africa.....	\$200,075	\$86,250	\$106,255	\$300,638	\$1,869,933	\$2,898,058	\$1,505,008	\$822,164	\$1,410,235	\$2,375,681
French Africa.....	328,921	258,867	496,170	286,213	302,010	608,186	643,553	601,183	543,414	318,992
All other Africa.....	412,307	178,313	183,189	519,154	576,829	599,188	659,606	612,663	61,770	116,970
Canary Islands.....	209,869	268,237	232,997	268,192	297,878	274,827	216,623	288,708	254,920	340,891
Liberia.....	26,362	32,037	16,159	21,689	11,443	12,683	18,412	13,375	26,466	41,863
Italian Africa.....									40,400	1,000
Madagascar.....									10,100	220,000
German Africa.....	642,207	653,426	696,814	489,130	478,853	228,738	1,184	10,385	48,100	220,000
Spanish Africa.....				180	4,740	2,819		708	13,083	4,380
Kongo Free State.....						29,674			18,583	
Total Africa.....	5,838,687	5,577,285	7,074,656	13,870,760	16,953,127	17,515,730	18,594,424	19,469,109	25,542,301	38,466,995
Grand total.....	847,655,194	892,140,572	807,538,165	882,606,938	1,050,993,546	1,231,482,330	1,227,023,302	1,394,186,371	1,487,755,557	1,981,719,401
<b>RECAPITULATION.</b>										
Europe.....	661,976,710	700,870,822	627,927,692	673,043,753	813,385,644	973,806,245	938,602,098	1,040,167,312	1,136,092,260	1,008,108,221
North America.....	119,788,899	119,693,212	108,575,594	116,567,496	124,958,461	139,627,841	157,931,707	187,299,318	196,570,118	203,853,904
South America.....	32,639,077	33,212,310	33,525,935	36,297,671	38,768,646	38,821,701	38,659,902	38,945,721	44,770,868	38,074,292
Asia.....	16,222,354	20,872,761	17,325,057	25,630,029	39,274,905	44,707,791	48,390,161	64,913,984	49,402,814	63,990,148
Oceania.....	11,193,477	11,914,182	13,109,231	17,197,229	22,652,773	22,003,022	29,876,015	43,390,927	36,877,176	84,255,941
Africa.....	5,838,687	5,577,285	7,074,656	13,870,760	16,953,127	17,515,730	18,594,424	19,469,109	25,542,301	38,466,995

## AFRICA.

Following the usual custom of the Review, the continent of Africa, for trade reasons, is considered in four geographical divisions—(1) the Northern, covering the Canary Islands, Madeira, Morocco, Tunis, Tripoli, Algeria, Egypt, and the Sudan; (2) the West Coast, including the British colonies and protectorates of Nigeria, Sierra Leone, Lagos, Gambia, and the Gold Coast; Spanish Guinea; the French possessions of Guinea, Dahomey, the Ivory Coast, the Kongo, and Senegal; the German dependencies of Togoland, Kameroun, and Southwest Africa; the Portuguese possessions of Angola, Cape Verde, St. Thomas, and Guinea; the Kongo Free State, under Belgian influence, and the Republic of Liberia; (3) South Africa, embracing Cape Colony, Natal, Mozambique (the trade of which is largely in transit for the interior), British Central Africa and Rhodesia (the commerce of which passes chiefly through Cape Colony), the Transvaal, Orange River Colony, and Basutoland; (4) the East Coast, including Zanzibar, Madagascar, Mauritius, Réunion, German East Africa, British East Africa, Abyssinia, Erythrea, and Somaliland.

Consul-General Skinner, of Marseilles, submits the following data as to the commerce of all Africa:

The appearance of the general statistical reports for France is so delayed that it is impossible to base a report upon colonial matters upon later figures than those of the year 1900. During that year, the total foreign commerce of France amounted to \$2,221,430,000, and the commerce of all the French colonies amounted to \$193,086,850, of which \$184,894,000 represented the movement with France. Of this total colonial commerce, the part of Marseilles was 53 per cent.

The commerce of the African continent, importations and exportations combined, amounted to \$530,750,000 in 1900, thus divided:

British possessions .....	\$193, 000, 000
French possessions .....	144, 750, 000
Portuguese possessions .....	19, 300, 000
German possessions .....	9, 650, 000
Tripoli, Morocco, Liberia, and the Transvaal .....	48, 250, 000
Egypt .....	115, 800, 000
<b>Total .....</b>	<b>530, 750, 000</b>

The foregoing does not seem to include the operations of Abyssinia, but as the Abyssinian Empire has no seaport, its commerce may be presumed to be included in the transactions of the French and British possessions, inasmuch as it necessarily passed through the ports of Djibouti or Berbera.

## NORTH AFRICA.

### CANARY ISLANDS.

Consul Berliner, of Teneriffe, says that the islands consume about \$4,000,000 worth of foreign goods annually. No detailed statistics, however, are obtainable. The exports were estimated in the Review of 1901 as \$2,000,000. The commerce of the islands, although not in

itself of great importance, could be gained by establishing direct steamship communication between the United States and the West Coast of Africa, which offers a most promising field. Mr. Berliner adds:

Formerly, when sailing vessels were universally employed in the world's carrying trade, Americans enjoyed their full share of the business of the West Coast of Africa and of the Canary Islands; but since the general introduction of steam, we have fallen off lamentably. Business can be developed in this part of the world by the establishment of a regular line of steamers between the United States and the West Coast of Africa, via the Canary Islands, and I have no doubt that money invested in this way would give good returns. If a bimonthly or monthly line were inaugurated, I feel confident that the vessels would receive full cargoes outward and a considerable freight homeward. They would, further, receive compensation for the carriage of mails. The passenger traffic would also be not inconsiderable. The ports of the Canary Islands are free.

The importations of the Canary Islands from the United States, according to our returns of exports, have been:

Fiscal years—

1896.....	\$266, 192
1897.....	297, 878
1898.....	274, 827
1899.....	216, 625
1900.....	238, 706
1901.....	254, 920

These figures should be increased from 150 to 200 per cent, to include articles originating in the United States but reported as coming from England and Germany, on account of their being imported from ports in these countries.

The principal articles sent from the United States are lard, lumber, cottons, petroleum, and tobacco, raw and manufactured. Not only would these articles be increased in quantity by direct communication, but many others would be added. A member of one of the principal firms in these islands has stated to me that he would guarantee a minimum freight of 200 tons cargo per month from the United States, were a monthly line inaugurated. This would be a beginning, and I have no doubt that the monthly quantity for these islands would be at least 500 tons.

The value of exports to the United States for six years has been:

1896.....	\$44, 979
1897.....	49, 909
1898.....	26, 283
1899.....	24, 193
1900.....	21, 607
1901.....	32, 896

None of the principal products, such as bananas, oranges, tomatoes, and vegetables (which grow all the year round), are sent to the United States, though with direct steamers; there is no doubt that a good export business might be worked up.

In another report, the consul says:

The furniture most generally used here is of Madeira wickerwork, but I think that at reasonable prices there would be a large demand for lightly made articles of ordinary manufacture.

Chemical manure is largely used in the banana plantations, and the demand for this article is bound to increase as the soil gets poorer. Over 2,000 tons were imported from England during 1901.

There is an excellent opening for American tools and hardware, on account of their superior quality. They originally found a way here through natives returning from Cuba and Porto Rico, and lately several orders have been sent and filled in the United States. These have given the best of satisfaction.

## MADEIRA.

Consul Jones, of Funchal, gives the value of the import trade in 1901 as \$2,201,700, and of the export trade as \$1,585,800. England sent most of the goods imported, to the value of \$1,118,000; the United

States contributed \$674,200, and Germany nearly \$100,000 worth. Portugal sent articles valued at \$249,900. The principal exports, besides wine, which amounted to \$844,000, were embroideries—\$231,000—eggs, and butter. The consul notes that the commerce between Madeira and the United States can not be accurately computed, as the goods from our country are transshipped in foreign ports, and are often credited to other nations. American products, he says, are sold in all the shops, but are brought from London, and all goods sent to the United States pass through Lisbon or London.

The declared exports from Madeira to the United States in the year 1900–1901 amounted in value to \$28,261.

### ALGERIA.

The trade with the principal countries, according to Consul Kidder, of Algiers, was, in 1901:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
France .....	\$51,048,000	\$42,244,200	Morocco .....	\$3,221,400	\$42,800
England and colonies .....	1,496,000	3,140,200	Tripoli .....	82,000	6,200
Germany .....	181,600	916,600	Tunis .....	1,152,200	2,528,600
Belgium .....	130,400	1,264,800	Other countries .....	3,893,600	719,000
Spain .....	1,190,200	449,000	Total .....	68,718,600	52,389,000
Italy .....	504,000	761,800			
United States .....	818,800	817,800			

In some particulars, Mr. Kidder notes, the above figures are misleading, as American products which find their way into Algeria through other countries do not appear in the statement of imports from the United States. Those coming through France are usually credited to our country. However, it is gratifying to observe that the United States stands fourth on the list of exchanges, since France and Tunis can not properly be called foreign countries. Morocco, Spain, and England, continues the consul, are thus our only rivals in the volume of trade. Morocco and Spain are next-door neighbors, which accounts for their supremacy, and England has regular steamship communication, and also imports from Algeria more than double the value of goods that the United States takes.

The exports from Spain to Algeria are of a nature that excludes them from competition on the part of our merchants—fruits, vegetables, copper ore, fish, rice, etc. The same is true of Morocco. The chief item of import from the United States, according to the customs returns, is cotton oil, \$259,000 worth of which was sent in 1901; tobacco, petroleum, salt meats, building wood, etc., follow in order. Agricultural machinery was valued at \$54,000, and other machinery at \$34,000; household goods of iron, steel, tin, or enamel amounted to \$43,000; and locomotives and road machines at \$31,000. On the other hand, Algeria sends us skins valued at \$250,000, cork wood, vegetable hair, etc.

### MOROCCO.

Consul-General Gummeré gives the total imports at Tangier in 1901 as \$1,343,200 and the exports at \$1,353,400. The imports of the entire country in 1900, according to *La Quinzaine Coloniale*, of Paris,

amounted to \$2,072,000 and the exports to \$8,032,400. Besides Tangier, Casa Blanca, Mazagan, Mogador, and Larach are ports of import. Spain takes a large proportion of the exports of Morocco, her share of the total shipments through Tangier amounting to nearly one-half; Great Britain receives about one-fourth, and Egypt almost as much. Great Britain, on the other hand, leads in the import trade at Tangier, and France follows. The following details of French and other commerce in Morocco are transmitted by Consul Covert, of Lyons:

The French minister to Morocco reports that the importations of Lyons silks into Tangier fell off some \$8,000 in 1900, as compared with 1899. The minister believes that certain kinds of French goods have been imitated by German manufacturers and stated to be of French origin.

The sales of French silks declined in Casa Blanca, from \$25,300 in 1899 to \$17,600 in 1900.

A French consul in Morocco expresses the regret that French manufacturers do not attempt to imitate the silk foulard which finds a ready sale at Fez and in all the coast cities. He says that England has monopolized the market for candles in Morocco and that Frenchmen are making no effort to get it.

Morocco sells to France goat and sheep skins, wools, and almonds.

Wool sent from Morocco to Germany is returned to that country in the shape of china satin. This article finds a ready market, and is used as an outer garment for the well-to-do Arabs.

Details of United States trade with Morocco are lacking. The exports from Tangier to our country in 1900, according to Mr. Gummeré, were valued at \$120,000.

#### TUNIS.

The total imports in the fiscal year 1901-2, says Vice-Consul Touhay, of Tunis, were \$12,936,500 against \$12,303,000 in the preceding year; the exports amounted to \$7,825,500 and \$8,512,000, respectively. The principal country in the import trade is France, which sent more than 50 per cent of the total value; Great Britain followed with \$1,565,000. About half of the exports, too, went to France, and some \$1,000,000 worth to England. Olive oil was the largest export in value, the figures being \$1,163,000; wheat amounted to over \$1,000,000, and crude phosphates to \$900,000. In the import trade, cotton goods were valued at \$1,629,000, flour at \$1,619,000, lumber at \$420,000, leather at \$370,000, sugar at \$519,000, building materials at \$278,000, coal at \$265,000, iron rails and plates at \$586,000, house furnishings (metal) at \$469,000, machinery at \$290,000, petroleum at \$215,000, etc. The importation of American goods, the vice-consul notes, is badly handicapped by the lack of direct transport service. Nevertheless, many of our goods are forcing their way into the market. For instance, our watches, clocks, cheap jewelry, metal house furnishings, ice cream freezers, and hardware are sold in the shops, and meet with a brisk demand. Our agricultural machinery has crowded out all others of the class; but there is room for expansion of trade in cotton cloths, stationery, etc. The country is exclusively agricultural, so that all manufactures have to be imported.

The total imports from the United States in the fiscal year 1902 were \$242,600; and the exports to our country amounted to \$52,300.

According to *La Quinzaine Coloniale*, of Paris, the protectorate of Tunis has been authorized by the French Government to effect a loan of some \$8,000,000, to extend its network of railways. This will cover

the construction of 600 miles in addition to the 580 miles now being worked, and will include an extension from Tunis to Kef and to Kalaates-Senam; a line from Kasrouan to Sbiba; a line from Bizerta to Nefza; a connection of the northern lines with that from Sfax to Gafsa; and a line to put Bizerta into direct communication with Algeria, which last, it is hoped, will divert to the port of Bizerta some of the traffic now carried to Tunis. In this connection, the following report by Mr. Touhay is of interest:

A serious collision recently took place on the railway line, a short distance from Tunis, between an incoming passenger train from Algiers and an outgoing freight train. The investigation of the causes of the collision developed a good deal of conflicting testimony as to who was in fault, but one engineer asserted that the origin of the whole trouble was the unmanageableness of the Baldwin locomotive attached to the outgoing train. He declared that, on observing the signals of the incoming train, he promptly reversed and put down brakes, but ineffectually, owing to the impetus gained by his engine.

In order to clear up all doubts as to who was responsible for the collision, it was decided to reconstitute the train in precisely the same conditions as when the accident occurred. One of the most reliable engineers on the road was put in charge of the engine, and repeated experiments proved that the train could be easily stopped at a distance of 150 feet from the spot where the collision occurred. The ease and certitude with which the huge locomotive answered the handling was considered nothing short of miraculous by the authorities of the road.

As it is probable that important railway extension will be effected in Tunis in the near future, this circumstance will very likely be a factor in opening negotiations for supplies of material from the United States.

Consul Covert, of Lyons, reports that at a recent meeting of the French Statistical Society, the subject of discussion was American competition in steel and iron. It was argued that in order to successfully meet this competition, efforts should be made to utilize the rich mineral deposits in Tunis, near its chief port, Bizerta. The principal speaker said:

As this colony is exceptionally rich in minerals, it behooves France to display interest in her metallurgical wealth. Bizerta might be made one of the first metallurgical centers of the world. The means of transportation are numerous, the port will be accessible to the largest ships, and there will also be the great Trans-Saharan Railroad. The immense market of French Africa is also rich in such raw materials as cotton and wool.

### TRIPOLI.

The following has been received from Consul-General Skinner, of Marseilles:

One of the few portions of the known world with which the United States has no commercial relations is Tripoli, that vast nominal dependency of Turkey bounded by Tunis and the Sahara and Libyan deserts. A few hides and tanned skins reach the United States from Tripoli, but as no representative of the United States stands guard with helpful suggestions, our people have no share in the slowly developing relations of that country with the modern world. Were the situation otherwise, and were our exporters prepared to do business according to the local rule, quoting c. i. f. prices and accepting ninety-day drafts with an optional cash discount, as do others, there is no reason why the word America should not become as familiar in Tripoli as it is elsewhere.

Correspondence for Tripoli is transmitted via Marseilles, which enjoys a weekly steamship service with the capital city. The commerce between the two countries reaches 3,500,000 francs (\$675,000), of which 2,000,000 francs (\$386,000) represents imports from Tripoli. The exports from France include cheap silks, cottons, thread, flour, coffee, medicines, sugar, leather, and silver plates. The imports consist of skins, ostrich feathers, wool, and sponges.

It has been decided to erect a telegraph line between Tripoli and Fezzan, and for this purpose the Government has received the necessary wire and insulators. While

intended for military purposes, it is also hoped that it will be a means of increasing trade with the interior. Among minor improvements, the custom-house, long since inadequate for the storage of goods, is being enlarged.

Trade generally has been in a depressed state, partly because of the feared enforcement of the land and property tax and partly because of deficient rains and consequent poor outlook for growing crops.

The principal article of export from Tripoli is esparto grass, all of which is now shipped to Great Britain. The value of this export amounted in 1901 to \$377,500. It may be mentioned incidentally that as the Turkish Government keeps no statistics, these and other figures are obtained from private sources. In the same year, sponges to the value of \$187,500 were brought into Tripoli by fishing boats, but only one parcel was sold locally, and that to an American buyer, the remainder being taken to the Ionian Islands, the owners holding out for higher prices than were offered.

All the ostrich feathers of Tripoli are shipped to Paris. The exports of 1901 were valued at \$140,000.

During the year 1901, Sudan tanned skins to the value of \$152,500 were exported to the United States, and the exports for five months of 1902 have amounted to \$91,265. Raw goatskins to the value of \$69,500 were shipped to Marseilles during 1901. In former years, a considerable direct business in this line was done with the United States, and there is reason to suppose that most of the hides forwarded to Marseilles eventually find their way to the United States.

Petroleum from Russia to the value of \$120,000 was imported last year. American petroleum has not obtained a foothold.

Flour to the value of \$275,000 was imported in 1901, as compared with \$640,000 in the previous year; it all came from France and Italy.

I believe that American firms in many lines could build up a very satisfactory importing and exporting trade with Tripoli, if proper efforts were put forth.

The total value of imports into Tripoli in 1900 was given in the Review of last year as \$2,430,800, and of the exports as \$2,036,600. The exports from the United States to Tripoli, according to Treasury returns, were \$176 in 1901 and \$1,343 in 1900; imports therefrom are stated at \$182,200 and \$196,800, respectively.

### EGYPT.

Consul-General Long, of Cairo, gives the total imports in 1901 as \$75,355,700 against \$69,757,400 for the previous year, and the exports as \$77,753,800, compared with \$82,877,300 in 1900. The trade with the principal countries was:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
England.....	\$27,525,000	\$39,612,800	Austria.....	\$5,196,100	\$3,106,200
British India.....	4,362,000	.....	France.....	6,217,600	.....
Germany.....	2,621,600	3,985,600	Italy.....	3,985,000	2,718,100
America.....	1,561,400	(a)			

<sup>a</sup>The imports into the United States from Egypt were valued by our Treasury in 1901 at \$8,866,400.

The chief increase in the general imports, says Mr. Long, was in flour and meal, which attained a value of nearly \$3,000,000, \$348,000 of which came from England and \$1,600,000 from France. The principal decline in the exports was in cotton, \$58,500,000 worth being exported, or nearly \$6,000,000 less than in the previous year. On the other hand, gum arabic rose to \$1,259,000, a gain of nearly \$800,000.

The value of the cotton textiles imported was about \$12,000,000, almost the whole of which came from England, although Germany, Austria, France, and Italy contributed relatively small amounts. The

shoe trade is increasing in importance, and the United States is pushing her goods in the market, sending over 6,000 pairs in the year under review against only 575 in the previous one. The consul-general notes that our trade as a whole is increasing rapidly in Egypt, although we are at a disadvantage on account of the lack of representation.

The following details as to the market for machinery in Egypt are taken from the *Nachrichten für Handel und Industrie*, Berlin.

The import of locomobiles and locomotives into Egypt in the years 1899 and 1900 was:

Description.	1899.		1900.	
	Number.	Value.	Number.	Value.
Locomobiles .....	107	\$126,679	113	\$167,528
Locomotives for State railways .....	104	797,370	44	296,610

Locomobiles are used for agricultural and for irrigation purposes. Those imported are almost exclusively of English manufacture; in 1900, there were only four from other countries. The English makes are cheaper than the German, but more expensive to run, as they consume more fuel.

Three classes of locomotives are represented in the import list—for field roads, narrow gauge, and broad gauge. The locomotives for field roads were exclusively of German manufacture. England, Belgium, and Germany shared in the importation of locomotives for narrow-gauge roads. The trade, distributed according to countries of origin, was:

Country.	1899.		1900.	
	Number.	Value.	Number.	Value.
England .....	36	\$242,766	16	\$80,838
Germany .....	6	25,348	17	76,814
Belgium .....	39	314,558	6	62,910
United States .....	22	209,683	5	76,048
France .....	1	4,706		

Besides the locomotives for State railways, Belgium delivered 20 locomotives in 1899 and England 30 in 1900. The total number of locomotives furnished by Belgium since 1886 is 202. They have proven to be less durable than the English. The American locomotives were ordered chiefly on account of the speed with which they could be delivered. In 1901, Germany delivered 15 locomotives for State railways, and Austria 10. The total number of steam engines imported in 1900 was 196, valued at \$530,063, against 147 in 1899, valued at \$413,996. The import of boilers and parts of machinery reached a value of \$663,618 in 1900 compared with \$362,974 in 1899.

With the completion of the irrigation system in Egypt by a network of canals, pumps will form a staple article of trade. Hitherto, centrifugal pumps of English manufacture have been most sought for. For the Egyptian market, pumps which can raise great quantities of water in the shortest possible time will be demanded; cost will be the second consideration. According to statistics, the import of pumps and parts of pumps was valued at \$133,397 in 1900 and \$114,501 in 1899. Motors, especially gas and oil, are imported. America leads in bicycles in this market, also in sewing machines.



## WEST COAST.

## BRITISH WEST AFRICA.

## SIERRA LEONE.

The trade in 1901 is given by Consul Berliner, of Teneriffe, as follows:

*Exports for 1901.*

Description.	Value.
African produce.....	\$1,247,206
European manufactures.....	232,257
Total .....	1,479,462

*Principal articles of export.*

Article.	Quantity.	Value.	Article.	Quantity.	Value.
Palm kernels .....tons..	20,478	\$787,149	Ginger .....cwts..	12,433	\$42,542
Kola nuts.....do....	13,891	252,110	Gum copal.....do....	1,341	28,240
Palm oil.....gallons..	125,502	47,664	Benne seed.....do....	4,696	12,701
Rubber.....cwts..	1,175	44,787			

*Imports in 1901.*

Description.	Value.	Description.	Value.
Government stores:		Other.....	\$2,019,928
Imperial .....	\$136,058	Total .....	2,440,498
Colonial .....	275,278		
Specie.....	9,134		

Imports from the United States were valued in 1900 at \$216,000, and consisted of oil, lumber, biscuits, and meat.

## GAMBIA.

According to official statistics, the value of the importations into Gambia was \$1,229,502 in 1901, compared with \$1,351,228 in the preceding year. The exports in 1901 were \$1,137,140 against \$1,362,236 in 1900. The most important articles of import in 1901 reached the following values:

Cotton goods.....	\$215,400	Wine.....	\$11,261
Kola nuts.....	102,235	Sugar.....	14,328
Rice.....	186,674	Salt.....	7,441
Tobacco.....	31,657	Gunpowder.....	1,752
Liquors.....	22,050		

The chief exports in 1901 were:

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Earth nuts.....tons..	25,750	\$339,009	Wax.....pounds..	63,898	\$18,666
Palm kernels.....do....	153	4,725	Skins.....do....	2,148	2,312
Caoutchouc.....pounds...	146,573	43,618			

#### NIGERIA.

The imports in 1901 were valued officially at \$6,316,800 and the exports at \$6,101,100. Great Britain has about two-thirds of both the import and export trade.

The chief articles of import are liquors, cotton goods, hardware and cutlery, wearing apparel, provisions, salt, and tobacco. With the exception of rubber, the only industry carried on by the natives is the working of the oil palm. The exportation of timber from the protectorate is a new feature, and several concessions have been taken up. There is a large quantity of mahogany and other valuable timber. A forestry department has been formed.

#### GOLD COAST.

The imports amounted in 1901 to \$8,764,700 and the exports to \$2,723,800. Over two-thirds of the imports come from England and nearly half the exports are sent there. Textiles, alcohol, and hardware are the chief imports, and gold, rubber, ivory, gum copal, oil, etc., are exported. Nearly \$500,000 worth of rubber was shipped in 1901; \$866,000 worth of palm oil; \$267,000 worth of timber; \$430,000 worth of palm kernels, and \$200,000 worth of cocoa.

*Gold Coast Railway.*—Consul-General Evans, of London, sends a clipping from the London Financier, with reference to railway building on the West Coast of Africa, which quotes the engineer of the road as saying:

We have now reached Obbuassi, the headquarters of the Ashanti Gold Fields Corporation—that is, so far as the earth works are concerned. The rails have been laid as far as the Offin River, and unless anything unforeseen occurs, they should reach Obbuassi at the end of this year. \* \* \*

There have been plenty of engineering difficulties, but the great obstacle was the survey. It was hard to carry out the survey, first of all owing to the climate, and then again owing to the fact that for at least 50 miles, the country had been quite unexplored. There was one belt of jungle, for instance, that stretched for 50 miles without a track. Route after route had to be surveyed, and at no part could one see more than a few yards ahead. All this jungle had to be cleared. \* \* \*

Labor was troublesome at first—that is, at the commencement of the extension. Just before the extension from Tarquah was begun we had come down to 1,000 men, and we had to import laborers from Lagos and so got our strength up to 15,000, which was ample. At first we could not get natives; they were very timid about working, but by treating them properly we managed to gain their confidence, and now we can get as many natives of the Gold Coast colony as we like. The Ashantis, who are excellent workmen, are coming to work for us. The regular rate of wages for unskilled labor is 1s. 3d. (30 cents) a day. The natives when trained properly make excellent skilled workmen. On the Lagos Railway, for instance, they are employed as guards, porters, station masters, and many are to be found in the workshops as mechanics and artificers.

When the railway is quite finished, it will be 126 miles long—Sekondi to Tarquah is 40 miles, and the extension another 86 miles. The line is a 3-foot 6-inch gauge.

## LAGOS.

The following table, showing the value of the imports into and the exports from Lagos during each of the last six years, is taken from the last message of the governor of the colony:

Year.	Imports.	Exports.	Year.	Imports.	Exports.
1896.....	\$4,387,023	\$4,746,117	1899.....	\$4,703,930	\$4,457,398
1897.....	3,749,687	3,946,606	1900.....	4,041,477	4,307,393
1898.....	4,420,490	4,238,854	1901.....	3,587,988	4,424,778

In 1900, the United States contributed \$25,700 to the import trade. No later figures of our commerce in this section are available.

## FRENCH WEST AFRICA.

## SENEGAL.

The Deutsche Kolonialzeitung, of Berlin, says:

The trade of Senegal in 1901 reached the value of \$20,091,879, including the traffic in precious metals (\$4,535,500). The imports of merchandise were valued at \$10,462,337 and the exports at \$5,121,255. The following countries shared in the import trade:

France .....	\$6,436,164	Germany .....	\$160,962
French colonies .....	749,612	Sweden and Norway.....	46,320
England .....	1,342,122	Other .....	396,337
English colonies.....	675,886		
America .....	624,934	Total .....	10,462,337

The most important articles of export were:

Articles.	Amount metric tons.
Earth nuts.....	123,482
Caoutchouc.....	3,614
Gum arabic.....	3,197

## IVORY COAST.

La Quinzaine Coloniale, Paris, November 10, 1902, says that the foreign trade of the Ivory Coast in 1901 amounted to \$2,668,552 against \$3,311,004 in the preceding year. The imports in 1901 were valued at \$1,406,197, compared with \$1,752,608 in 1900. The exports for 1901 reached the value of \$1,262,742, against \$1,558,396 in the preceding year.

The following is taken from the Dépêche Coloniale of Paris:

Gold is as abundant in the Ivory Coast as in the neighboring British colony of the Gold Coast. The gold is found at a certain depth; a clayish soil is first met with, which sometimes contains gold, but only in small quantities. At an average depth of 13 feet (sometimes as much as 30), a species of white sand is found which is no other than pulverized quartz. This is the bed of the gold.

Up to the present, the gold has been extracted by natives alone, and their processes are most primitive. In one section they dig a series of pits in each vein of the metal, varying from 60 to 90 feet in depth, and extract blocks of ore, which are pulverized to a fine powder by women. The lack of water during a part of the year necessitates two different methods of extracting the gold. During the dry season the natives work the pits by the side of streams, wash the alluvial soil, and extract sufficient dust and nuggets to make the occupation remunerative. In the rainy season they dig deep pits, crush the quartz, and thus obtain the nuggets. By this process all the gold dust is lost.

The value of gold exports from the Ivory Coast in 1895 was about \$130,000; in 1896, \$180,000; in 1897, \$95,000; in 1898, \$60,000; in 1899, \$20,000; and in 1900, only about \$5,000. For some years, European prospectors have examined certain parts of the country, but these explorations have not yet been followed by any serious attempt to work the metal with the machinery usually employed by European gold seekers.

#### DAHOMY.

*La Dépêche Coloniale*, of Paris, says that the commerce in 1901 was distributed, according to countries of origin, as follows:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
France .....	\$637,075	\$773,213	Togoland .....		\$1,034
French colonies .....		659	Other countries .....	\$60,249	2,281
Great Britain .....	513,634	119,374			
Lagos .....	562,414	172,443	Total .....	3,040,261	2,022,431
Germany .....	1,276,899	958,427			

Germany ranks first in the import trade, sending principally beverages, textiles, and tobacco. The chief articles of import in 1901 reached the following values:

Article.	Value.	Article.	Value.
Hog lard .....	\$3,775	Soap, scentless .....	\$10,416
Butter .....	3,456	Earthenware .....	38,171
Rice .....	12,657	Glass and crystal .....	62,999
Sugar .....	35,336	Yarn .....	79,077
Tobacco .....	154,932	Textiles .....	611,645
Wood .....	46,090	Machinery and tools .....	67,473
Beverages .....	960,861	Blasting powder .....	44,554
Lime .....	2,270	Wood, and manufactures of .....	81,063
Cement .....	17,064	Hides and skins .....	12,147
Metals .....	42,061	Mineral oil .....	20,582
Salt .....	52,118	Vegetable oils .....	9,465
Perfumery .....	17,199		

The export of the most important products was:

Article.	Value.	Article.	Value.
Palm kernels .....	\$934,569	Kola nuts .....	\$25,037
Palm oil .....	915,301	Rubber .....	5,684
Fish, dried and smoked .....	55,928	Copra .....	8,941
Ivory .....	1,325	Malze .....	65

The export of palm kernels surpassed that of the preceding year by 2,225.6 metric tons, and the export of palm oil increased by 5,225,561 pounds. A diminution is shown in the export of copra of 35.2 tons, and in the export of rubber of 30,831 pounds.

The foreign trade of Dahomey, including specie, for the last five years was:

Year.	Imports.	Exports.	Total.
1897.....	\$1,590,391	\$1,076,720	\$2,667,611
1898.....	1,929,961	1,454,980	3,384,931
1899.....	2,383,351	2,454,996	4,838,347
1900.....	2,937,734	2,461,888	5,399,622
1901.....	3,040,261	2,022,431	5,062,692

#### FRENCH GUINEA.

According to *La Quinzaine Coloniale*, Paris, the commerce of French Guinea in 1901 was: Imports, \$1,494,705, or \$1,183,257 less than the preceding year; exports, \$1,540,642, a decrease of \$419,200 as compared with 1900. The following is summarized from a late issue of the *Revue du Commerce Extérieur*, of Paris:

French Guinea is one of the ancient dependencies of the Senegal. It obtained its autonomy in 1890 under its primitive name of *Rivières du Sud*, and comprises the old French settlements of Carabane, north of Portuguese Guinea, and Dubréka and Benty, north of Sierra Leone. French traders visited the coast, supplying the inhabitants with cotton cloths, brandy, flint guns, and powder, and receiving in exchange palm nuts and oil of sesame. They could ascend the rivers only for a short distance, being driven back by the fanaticism of the natives and the difficulties of the region. The conquest of the Sudan and the incessant campaigns directed against Samory finally attracted attention to *Rivières du Sud*, and it was found that supplies to the expeditionary columns could be sent more easily through this part of Senegambia than by the long river route of the Senegal and the land route or railway between the Upper Senegal and the Niger. The disappointments experienced during the construction of the Bafoulabé road suggested the building of a direct line from the Atlantic coast to the Upper Niger. Konakry, a point nearer to the sea than the settlement of Dubréka, was created and made the capital. The railway of Konakry, passing through a picturesque and fertile country, will become the real path of commercial penetration and a future source of wealth to the colony, facilitating the transportation of native products from the interior. The earthwork of the road has already been pushed to a distance of 93 miles from Konakry; the first locomotive was expected June 1, and it is thought that the line will be ready for traffic by the end of 1903. It will then be very near Timbo, the chief town of Fonta-Djalon.

The present terminus of the line, the village of Kindia (1,443 feet above the sea), is overlooked by a mountain of some 4,600 feet. About midway up the mountain is a large cultivated plateau, where it would be possible to establish a provisional sanitarium for Europeans, under good conditions as regards climate and hygiene. The soil of the high plateau of Fonta-Djalon is adapted to many European cultures. It already furnishes annually 1,000,000 cattle and \$42,460 worth of undressed skins to the export trade.

The export of rubber from French Guinea was figured last year at \$1,400,000, going for the most part to English and German markets; of palm nuts, \$90,000, also going to Germany and England; of groundnuts, \$20,000, going to France, Germany, and Sierra Leone. Gum, sesame, wax, and ivory are other articles of export. The trade of the colony is more active with England than with France, and is not governed by the French customs tariff. The import trade comprised:

Coarse cotton cloth.....	\$1,042,200
Works in metal.....	205,931
Food products.....	137,802
Liquors.....	96,693
Wine, French.....	38,600

#### FRENCH KONGO.

*La Quinzaine Coloniale*, of Paris, says that the commercial movement of the French Kongo for 1901 was: Imports, \$1,436,162; exports,

\$1,258,781, making a total of \$2,694,943. These figures do not include the transit trade, which was valued at \$259,322.

#### NAVIGATION OF THE NIGER.

In another edition the same journal publishes the following practical conclusions regarding the river and valley of the Niger, taken from the report of Captain l'Enfant:

The question as to whether the River Niger may be utilized, if not as a strategic means of communication, at least as a way of revictualing the Sudan and other military territories in Africa, is answered plainly in the affirmative. The Niger, accessible by the Rio Forcados with vessels of 6,000 to 7,000 tons, drawing 22 feet of water, presents a navigable water course of nearly 1,500 miles. There are no difficulties to be overcome as far as Badjibo; from Badjibo to Sakassi navigation is slow and painful, and without stanch boats and cool and experienced pilots it is dangerous. Beyond Sakassi the river is relatively calm and can be easily rendered navigable as far as Koulikoro. Throughout all the region of the rapids—that is, from Badjibo to Sakassi—navigation demands, according to Captain l'Enfant, "skillful and daring prudence." The current attains at times a velocity of 25 to 31 miles per hour. Added to this peril are huge rocks standing on end, eddies and whirlpools, swift to draw in and hold, and waves to submerge. Such is the region of the rapids. Even with experienced pilots, the average advance is rarely more than from 1 to 3 miles per day, and the greatest skill must be used to make that. To attempt to cross at random in a straight line is to invite certain death. All along the side of the rapids—sometimes on the right, again on the left—the waters have hollowed out for themselves lateral channels or canals, which divide the single and perilous fall of the rapids into a number of small successive falls. The entrance, which a wild vegetation of gigantic herbs conceals and even obstructs, is difficult to discover; but known rocks furnish exact guides, and the Bambadas—a tribe of experienced sailors—may be relied upon to furnish crews and pilots for this part of the Niger. Many of the obstacles may be overcome by dynamite, and the entrances into these channels of relatively calm water might be suitably indicated.

The inquiry as to whether the Niger has sufficient water for navigation at all times of the year is also answered in the affirmative. The river is deep enough at all times to insure navigation, but the boats, in place of light and open pirogues, should be solid, decked, and flat-bottomed barges, made for the most part of wood. In time, the single-wheeled boats of the Nile and Red rivers may be introduced. The Niger is in fact formed of three rivers, varying in importance and rapidity, sometimes swelling the river nearly 6 feet in a single night.

At the time of the floods, there is water enough to assure the fertility of nearly the entire valley, the river overflowing its banks during these periodical inundations to a distance of from 31 to 37 miles, and receding, depositing sufficient slime to fertilize the soil. The valley of the Niger can promise everything to cultivation. Cacao, coffee, tea, pepper, spices, and, notably, cotton may be grown. Wild cotton is indigenous. The staple is a little short, but it is of an excellent quality and needs only care to make the valley a great center for its cultivation. If the Niger, however, is to be used in the future as a means of transport, it must be greatly improved.

Consul-General Skinner, of Marseilles, says:

An Anglo-French commission is at present fixing the limits between the French Ivory Coast and the British Gold Coast. The same operation is to be undertaken between the Republic of Liberia and the French Ivory Coast, between the Kameruns and the Kongo. There remain also to be rectified the frontiers between the French and British domains in Central Africa. Upon French soil railways have been projected everywhere, and exploitation has been commenced in a number of cases. The Dakar-St. Louis line in Senegal is now being successfully operated. The Senegal-Niger line is partially exploited and will probably be finished in three years, or twenty-six years after its commencement. Railway construction in French Guinea continues very slowly, and in the Ivory Coast colony contractors with sufficient capital and courage to face the certain difficulties of the situation have yet to make their appearance. In Dahomeyland 100 kilometers (62 miles) of railway were open to exploitation in September, 1901, and by 1903 the distance will be doubled. The railway in Madagascar is well under way.

Of all the French colonies, Algeria and Tunis excepted, those which interest Marseilles most directly are those of the west coast (Senegal, Guinea, Ivory Coast, and

Dahomey). It is here that the most remarkable progress has been made. It is by comparing the results achieved in these colonies with those obtained in the British West African colonies that French colonial students satisfy themselves of their own success. The comparison is interesting. The commerce of the four British West African colonies amounted in 1899 to \$27,985,000, and in 1900 to \$25,669,000; the commerce of the four French West African colonies amounted in 1899 to \$28,055,000, and in 1900 to \$28,950,000.

The French West African domain has been constituted little by little of small territories, comprising four or five colonies, having between them no cohesion and each one administered in a different fashion. It is the same situation that once existed in the four French colonies which have now been united under the name of Indo China. This federation has given most satisfactory results, and it is now the policy of the French Government, progressively but with prudence, to form a West African union composed of Senegal, Guinea, Ivory Coast, and Dahomey. A governor-general has been named, having under his direction a lieutenant-governor in each of the colonies.

The splendid colony of Gaboon has not yet given the results expected. This region was divided into a number of concessions, the development of which was intrusted to French capital. According to the Marseilles Chamber of Commerce, the owners of these concessions have undertaken burdens insufficiently studied and sometimes unknown, and in general too heavy to result in success. The complaint against the Government is that having conceded large territories upon terms always difficult, inadequate protection is given against the inroads made by British, German, Portuguese, Belgian, and Dutch houses already established upon the premises. The settlement of these cases involves international intervention in many instances, and a satisfactory solution is obtainable with difficulty. The foreign houses are unwilling to recognize the validity of concessions which ignore what they deem to be their vested privileges. The French position is that, having taken possession of these distant regions, where such government as existed was controlled by the natives—if it existed at all—and having by right of conquest become proprietors of such territories, they have become a part of the national domain, by the same title and under the same conditions as the territory of the French Republic properly speaking. The Government assumes, therefore, the right of administering such regions and of leasing or selling the land under terms and conditions agreeable to itself.

The importations and exportations between the French colonies and France during 1900 were thus divided:

Country.	Imports into France.	Exports from France.
Algeria .....	\$33, 479, 141	\$53, 290, 388
Tunis .....	5, 095, 779	9, 772, 941
Senegal .....	6, 106, 134	6, 858, 062
West coast of Africa .....	2, 220, 272	2, 775, 726
Madagascar .....	1, 134, 955	8, 663, 384
Mayotte and Nosé-Bé .....	369, 596	573, 210
Reunion .....	3, 667, 386	2, 695, 052

### SPANISH GUINEA.

Exports from the United States from Spanish Africa in 1901 were stated by the Treasury as \$363, against \$13,000 in 1900; imports therefrom were \$750 in 1900 and \$11,800 in 1901.

La Politique Coloniale, Paris, contains the following:

Ebony and mahogany are the most important articles of export from Spanish Guinea. Both of these woods are found in very considerable quantities. Caoutchouc and palm oil are also exported, and quite recently copra has been added, though it has not yet become a very important article of export. Coffee, cacao, and vanilla plantations have also yielded very gratifying results. The colony exports great quantities of ivory; elephant tusks weighing 176 pounds are not unusual. Panther skins, if the natives knew how to prepare them better for market, might become a notable factor in the export trade of this country.

## GERMAN WEST AFRICA.

## TOGOLAND.

According to the Kolonial-Zeitung, the total trade of Togo in 1901 amounted to \$2,002,163, of which \$1,124,050 was for the import traffic and \$878,113 for exports. These figures mark the continuation of a remarkably favorable development, as the following statement for the last six years shows:

Year	Imports.	Exports.	Total.
1896.....	\$449,068	\$393,037	\$842,105
1897.....	470,274	183,504	653,778
1898.....	592,840	349,975	942,815
1899.....	780,571	614,683	1,395,254
1900.....	836,995	728,019	1,565,014
1901.....	1,124,050	878,113	2,002,163

A particularly gratifying sign of the advance in resources and wealth of the colony is the fact that the import of cereals has materially decreased—from \$30,226 to \$3,808—while the import of cotton goods has increased from \$232,288 to \$325,822. The export of gum was valued at \$63,070 in 1901, compared with \$123,998 in 1900. This retrogression is due in a measure to lower prices, but also to the quantity, which was 98.9 metric tons in 1900 and 62.7 tons in 1901. The export of palm nuts was valued at \$427,686, and of palm oil at \$353,430.

The following statements show the values of the principal articles imported into and exported from Togoland during the years 1900 and 1901:

Description.	1900.	1901.
<b>IMPORTS.</b>		
Cotton and cotton goods.....	\$232,264	\$325,796
Grain and other agricultural products.....	30,276	3,872
Wood and wood wares.....	29,972	45,555
Groceries.....	51,366	72,848
Salt.....	29,954	31,273
Spirits.....	114,395	225,966
Tobacco.....	52,038	59,415
Other articles.....	296,730	359,326
<b>Total.....</b>	<b>836,995</b>	<b>1,124,051</b>
<b>EXPORTS.</b>		
Gum.....	124,088	62,026
Cocoanuts.....	338,636	428,012
Palm oil.....	211,590	353,368
Other articles.....	23,705	34,707
<b>Total.....</b>	<b>728,019</b>	<b>878,113</b>

The following details as to economic conditions have been received from Consul Winter, of Annaberg:

During the years 1900-1901, Togoland may be said to have been fairly prosperous. New coffee and coconut plantations were laid out. In certain parts of the country cattle and horses are raised, but it has been noticed that horses coming to the coast from the interior die within a short time from the effects of the sea breeze.

The natives busy themselves chiefly in raising corn and nuts. The males plant and reap, while the females carry the products to the nearest trading post for sale. The sea, lagoons, and rivers abound in fish and crabs. On the plantations near the



sea the native laborers receive from 10 to 20 cents a day. Farther inland this amount is reduced to 7 cents. The money used consists of coined silver pieces and cowry shells, forty of the latter being worth one-fourth of a cent.

Transportation is still complicated and costly. Owing to the deep sands, it takes eight hours to go from Little Popo to Lome, a distance of about 30 miles. Freight transportation in the interior is done by carriers, who are paid 20 cents a day.

#### KAMERUN.

The following data as to the trade of Kamerun are taken from recent British reports. The most recent statistics are those of 1900-1901, when the value of the import trade amounted to \$3,466,165 and the exports to \$1,432,211, an increase in the total trade of \$1,011,745 over the figures for the preceding year. The principal articles of import were:

Textiles .....	\$881, 615
Groceries .....	329, 598
Iron and ironwares .....	276, 310
Rum, gin, and other spirits .....	217, 036
Firearms .....	130, 218

The chief articles figuring in the export trade were:

Rubber .....	\$500, 889
Palm kernels .....	391, 997
Palm oil .....	241, 476
Ivory .....	166, 897
Cocoa .....	81, 270
Tobacco .....	32, 605

#### GERMAN SOUTHWEST AFRICA.

Consul Winter, of Annaberg, writes:

The foreign commerce of German Southwest Africa made favorable progress in 1901. <sup>a</sup> The exports amounted to \$297,500, there being a gain in guano, which is almost exclusively in the hands of a large English establishment in Cape Town. Ostrich feathers are rapidly becoming an article of export. In former years, the natives were in the unrestricted possession of firearms, and it was their chief delight to shoot these profitable birds. To-day the natives are permitted to have arms only in limited quantities, therefore the ostrich culture is beginning to revive. The imports into German Southwest Africa in 1901 were valued at \$2,380,000. The chief articles imported are railway materials, bridges, cement, lumber, beer, and coal.

#### KONGO FREE STATE.

The Official Bulletin of the Kongo Free State publishes the following statistics of commerce for the year 1901:

The general commerce, comprising both imports and exports, amounted to \$15,594,528, in which total the special commerce of the Free State, which comprises only the products of its territory exported and the foreign merchandise consumed in the country, amounted to \$14,202,959, divided as follows: Imports, \$4,458,698; exports, \$9,744,261. The last figures exceed the exports for 1900 by \$590,421, showing the steady progress of exportation, particularly in rubber, copal gum, and coffee. The figures for the special import trade have slightly declined, the decrease being in two important classes of merchandise, viz, railway and river navigation material and alcohols. The importation of railway and river navigation material has naturally decreased, owing to the completion of the Mayumbe Railway and to the fact that the river fleet of the Free State was not enlarged during last year. As to the decline in

<sup>a</sup> Fiscal year.

the importation of alcohols (from 1,305,876 quarts in 1900 to 205,777 quarts in 1901), this is in accordance with the desire of the Free State, which, by its new fiscal legislation, has raised the duty enormously. The decrease in the special import trade may be considered as temporary; in fact, the construction of the railways destined for the Upper Kongo will call for a large quantity of goods of all kinds, as well as for an increase in the river fleet for their transportation.

In the transit trade, the statistics for 1901 show a falling off of \$684,386, principally in goods destined for the neighboring colonies of the Upper Kongo. It is interesting to note that in the special import trade, Belgium holds the first place, the figures amounting to \$3,226,226 out of a total of \$4,458,698. The other countries follow thus:

England .....	\$576, 169
Germany .....	207, 700
Holland .....	173, 770
Portuguese possessions on the coast.....	107, 065
France .....	86, 928
Portugal .....	27, 928
Austria .....	24, 068
Switzerland.....	14, 172
Italy .....	14, 019

According to the *Indische Mercur*, the number of coffee trees in the Kongo Free State increased from 61,500 in 1895 to 2,631,000 in 1901, not including over a million young trees in the nurseries. The cacao trees numbered 490,695 in 1901 against 13,800 in 1895. There are also 132,000 young plants. The majority of the cacao plantations are not yet old enough to yield returns. Experiments in tea culture have given good results.

### LIBERIA.

The imports were given in the Review of last year as \$886,400 and the exports as \$689,000. Exports from the United States to Liberia in 1901 were given in our Treasury returns as \$33,995 and imports therefrom as \$547. We send Liberia provisions—rice, flour, canned meats, and fruits—tobacco, and oil. The chief exports from the Republic are coffee, rubber, raffia, palm oil, and palm seeds.

A recent edition of the Chamber of Commerce Journal, London, contains the following:

The commercial traffic between the United States and the West African coast has considerably increased since the commencement of the year 1900. American goods are mostly imported by sailing vessels via Boston, but quantities find their way to the Gold Coast and Liberia via Liverpool. Large trading vessels leave the American coast with cargoes destined for the Gold Coast and Liberia. The merchandise consists principally of petroleum, flour, bread, and other food stuffs, timber for building purposes, hardware, tobacco, gunpowder, etc. The Americans, in catering for the West African market, profit from the fact that they are accustomed to provide about 9,000,000 of the black race in the United States with similar productions as are required in West Africa. The progress made by the English, French, and German colonization, as well as the North American trade on the coast of Guinea, have also stimulated the Republic of Liberia, where they have led to a movement favoring progress and culture, which will render this State, hitherto of small commercial importance, a vast field for the commerce and industry of the civilized world.

The following is from a recent British consular report:

Conditions of trade in Liberia are of a special character. In the first place it is necessary to give long credit, with the result that when a merchant has once started in business there, he finds great difficulty in settling up his affairs when he desires to withdraw, unless he is prepared to endure a good many losses.

Then, again, the present law forbidding any but Liberian citizens to establish business houses in the interior is a great hindrance to trade, as the natives, having

as yet few requirements, will not take the trouble to bring their produce to the coast, not to mention that the roads are anything but safe, owing to tribal wars.

Until the trade of the interior is made free to all, no great development of the resources, which undoubtedly have great possibilities, can be expected.

Another peculiarity of the trade is that most articles have two selling prices, one for cash and another rather higher for produce. This tends to complicate matters, but is simplicity itself compared to the method usually adopted for the payment of customs duties, etc.

The mainstay of British imports in Liberia is cotton goods, of which at least 80 per cent are of British manufacture. Almost all the galvanized iron used for roofing also comes from the United Kingdom, although the Germans are now attempting to introduce a German-made article.

## PORTUGUESE WEST AFRICA.

### ANGOLA.

Imports in 1900 (latest figures available) were stated in the Statesman's Year Book, 1902, as \$7,820,000, and exports as \$5,770,000.

The following details as to the resources of the colony have been sent by Minister Loomis, of Lisbon:

The most important African colony belonging to Portugal, and the one in which the largest fortunes have been made within the last thirty years, is Angola. The colony of Angola comprises 517,000 square miles and has a sea line of 870 miles. The climate, if tropical along the coast, has proved healthy enough for Europeans nearly everywhere in the interior. There is no soil on the surface of the globe more fertile than that of Angola, and only a few years ago this colony was practically the second largest producer of rubber in the world. In 1899 it exported rubber, in the face of grave difficulties, to the value of \$4,500,000, besides large quantities of coffee and other products.

There are also found, in large and paying quantities, palm oil, palm nuts, cocoa, and excellent hard woods. In Loanda there are great deposits of copper, and in the southern part of the colony, near Mossamedes, gold has been found, and there is undoubtedly a great future in mining there.

The climate, topography, and soil of Angola would render comparatively easy the cultivation, on a very large scale, of such crops as cotton, tobacco, coffee, rubber, and certain cereals. Native labor is ridiculously cheap, and, when intelligently directed, is most excellent.

Nothing of a systematic or very scientific nature has been done in the way of looking for the valuable minerals, but enough has been seen to prove that copper, silver, and coal exist in very large quantities, and even quite near the coast, strong indications of all these mineral riches are found. The existence of petroleum in large quantities has been demonstrated, and a Portuguese company is now at work drilling wells. The petroleum fields are near the coast.

The question of labor is not difficult to solve. The negroes are good workmen and the Portuguese colonists are hard-working, sensible men. The great product of these colonies for the present moment is rubber. There are apparently inexhaustible supplies of it. The question is asked, then, why Portuguese Africa has not prospered like the Kongo country, which is administered by the Belgian Government. The whole difficulty is one of administration. The rubber in the Portuguese colonies is brought down from the remote interior districts by bearers, who have sometimes a journey of two months to the coast to exchange their produce for money or goods.

As soon as one gets into the interior, there is an absence of roads and a great paucity of Government military stations or trading posts. The country is slightly policed. The consequence is that the negro bearer who carries his rubber has a long, dangerous, difficult journey, and is robbed of a portion of his stock from time to time. Notwithstanding all these grave disadvantages, the trade in the Portuguese colonies thrived enormously until the Kongo State appeared. Then system, order, and farseeing patience began to tell, as they always do. With admirable foresight, the Government of the Kongo State developed a vast network of trading stations in the interior of its territory, and built flat launches to bring the produce to tide water via the waterways and rivers of the country. This sort of navigation costs very little. In short, the Kongo Government brought the market close to the producer;

and as a consequence of this system and organization, it is able to underbid in the rubber trade the very country where rubber most abounds. The rubber is purchased on the spot, and the native is spared the danger and toil of a long journey to the coast.

In this connection, it should be observed that both the Kongo and Angola only export rubber produced by "wild-growing plants," and though the field is still an enormous one and may be exploited in the present manner for thirty or forty years longer, the ultimate system will be to cultivate the rubber plant systematically.

Consul Thieriot, of Lisbon, sends translation from the Official Gazette announcing the approval of a contract between the Portuguese Government and an Englishman, for the construction of a line of railway 870 miles in length through the province of Angola, starting from the bay of Lobito, on the Atlantic coast. A guaranty of \$420,000 has been deposited. The Government concedes the right to the grantee for ten years to exploit all minerals within an area of 75 miles on either side of the line. The railway, it is noted, will work a financial transformation in the province of Angola and make Lobito a port of the first class and the key to Central African trade. There is no absolute concession of land nor any immunity from taxes in the terms of the decree.

#### CAPE VERDE.

Imports in 1900, according to the Statesman's Year Book, were \$3,070,000, and exports \$366,000. The islands, says Minister Loomis, produce maize, beans, manioc, tobacco, rum, cane sugar, sweet potatoes, coffee, and oranges.

In Boa Vista Island are salt, lime, and earthenware factories, and soap works employing an indigenous, oleaginous plant (*purgueira*). It possesses pasture land serving for the grazing of horned cattle, horses, and goats.

In Ilha do Sal, also, a large quantity of salt is prepared, this branch of industry having been considerably extended these last few years. On the coast a good deal of fish is caught, and a fisheries company has been formed.

#### SAN THOME.

The island of San Thome, says Mr. Loomis, is 10 leagues in length, 6 leagues in its greatest breadth, and incloses an area of 360 square miles or thereabouts. It is very hilly and picturesque. The highest point is the peak of San Thome, at an elevation of over 6,000 feet. It is traversed by many streams. Its principal harbor is the bay of Anne Chaves, where stands the town of San Thome; population, 30,000 inhabitants. The climate, in former times unhealthy, is now very tolerable for Europeans, owing to sanitary improvements in the town and other important measures taken. There are now, in consequence, persons who have been permanent residents in this island for the last fifteen years or more and enjoy good health.

The produce most cultivated is coffee, cocoa, and quinine. Experiments were made in the way of plantations of cinnamon, india-rubber (*caoutchouc*) trees, etc., but the results, though good, did not satisfy agriculturists for the most part. The timber grown in the forest of San Thome is for the most part of excellent quality both for building purposes and for cabinetmaking. Only about half of the island is under cultivation.

According to a British consular report, the value of the imports into San Thome and Principe has doubled in five years, as the following statement—the latest returns obtainable—shows:

Year.		Value.	
		<i>Milreis.</i>	
1896	.....	1,001,385	\$852,615
1897	.....	1,226,568	1,044,609
1898	.....	1,663,914	1,417,071
1899	.....	1,971,741	1,679,224
1900	.....	2,037,961	1,735,593

a 1 milreis=85 cents at present rate of exchange.

The exports from San Thome alone were valued as shown below:

Year.		Value.	
		<i>Milreis.</i>	
1896	.....	2,275,493	\$1,937,894
1897	.....	1,969,112	1,676,952
1898	.....	2,536,977	2,160,595
1899	.....	3,375,138	2,874,388
1900	.....	3,525,772	3,002,679
1901	.....	4,370,465	3,722,045

The report continues:

The total value of the exports from Principe in 1901 amounted to 509,696,836 reis (\$434,097), of which sum cocoa contributed 501,658,640 reis (\$427,031), the export value of 1,791 metric tons. The imports, such as cotton goods, wines, food stuffs, hats, boots and shoes, soap, candles, etc., are almost all of Portuguese origin. Machinery and tools used in the cultivation, drying, and cleaning of cocoa and coffee, the most important products of the islands, are chiefly of American make. There is an increasing demand for machinery for sawmills, hydraulic wheels, turbines, machine belting, hoes, machetes, plows, and, in fact, every kind of machinery and tools for agricultural purposes. Only one-fourth of the island of San Thome is under cultivation, with 212 plantations, employing over 1,000 laborers. Principe has 50 plantations; some of the larger employ from 300 to 500 laborers. Some of the plantations have their own private installations of electric lighting. With the large amount of water power which is distributed over the island, electricity should be generated at a small expense. One of the greatest needs of these islands is better means of transportation. There are many kinds of hard woods to be found in abundance on both islands, and a light railway would no doubt be the means of opening up a new and valuable industry. Many of the plantations are worked on the most primitive methods, and the presence of a practical man is required to give an estimate of the initial cost of the change to more modern and economical methods.

#### GUINEA.

Portuguese Guinea lies on the coast of Senegambia, and is inclosed on the land side by the French possessions. The imports are estimated at \$1,000,000 and the exports at about \$500,000. The latter comprise rubber, ivory, wax, hides, and oil seeds.

## SOUTH AFRICA.

## CAPE COLONY.

According to the Statistical Register of Cape Colony, the total value of goods imported in 1901, including government importations but excepting specie, amounted to \$104,221,743, and the total value of exports for the same period was \$52,167,805.

This trade was divided as follows:

Countries.	Imports.	Exports.
United Kingdom.....	\$67,171,701	\$48,348,484
Other British possessions.....	15,795,569	1,283,306
Foreign countries.....	21,254,473	2,536,065

The following statement shows the value of the exports in 1900 and 1901 to the following countries:

Countries.	1900.	1901.
Basutoland.....	\$450,521	\$878,720
Bechuanaland Protectorate.....	181,155	292,769
Orange River Colony.....	2,256,839	2,271,595
Natal.....	268,748	479,199

The imports from the United States were stated at \$9,350,000. The chief articles in this trade were cereals, preserved meats, mineral oils, agricultural implements, tools, drugs, and flour and meal.

Consul-General Bigham, of Cape Town, says:

Now that peace has been declared in South Africa, there will come an enormous demand for goods. Many farmhouses in the Transvaal and the Orange River Colony have had their thatched roofs burned, and will have to be reroofed, probably with galvanized iron, a material much used for this purpose here. It will also be necessary for many of the farmers to purchase new agricultural implements, vehicles, furniture, harness, and food for man and beast. Every store will have to be restocked. In short, all enterprises will be started anew, and it will not be possible to get goods into the interior fast enough to meet the demand that will arise.

All nations are awaiting this trade and are preparing for it by establishing direct lines of ocean transportation—all nations except the United States, which, other than an occasional freight steamer, has no direct communication with Cape Colony.

The United States ships to this part of the world more than twice as much goods as any other country, except Great Britain. We have been sending to South Africa an immense amount of the material required to carry on the war, and this has accounted for much of our increased trade—a trade that will cease when the war ends. It is said that from the beginning of hostilities up to April 3, 1902, the United States has furnished 201,607 horses and mules for service in the British army; also a vast amount of grain, hay, meat, and other articles. Horses will still be purchased to some extent, and feed will always be in demand, though in less quantities than at present; indeed, until a different method of farming is adopted here, this country will never be able to raise nearly enough to supply its wants. But when there is no longer a demand for army supplies from the United States, our imports into South Africa will probably decrease to their normal volume, or nearly so; and if we intend to strengthen our hold on the manufactured goods trade, we must conduct that trade directly, instead of through the hands of our competitors. As British subjects will have a great war debt to pay, they very naturally think that the trade of South Africa belongs to them, and will leave nothing undone to retain it. We can not always depend solely on the superior quality of our goods; greater effort on our part is necessary.

The following, from the London Daily Mail, is forwarded by Consul Halstead, of Birmingham:

#### STRUGGLE FOR TRADE IN SOUTH AFRICA.

The proclamation of peace marks the beginning of what will probably be the most remarkable trade struggle of modern times. For nearly three years, the great export houses of Europe and America have been preparing for this coming battle of commerce. South Africa, devastated, its farms in ruins, and many of its cities almost wildernesses, has to be reconstructed. In the interior of the new dominions everything will be wanted afresh, from tombstones to cradles, and from bodkins to plows.

In mining machinery alone, there will be an outlay within five years of probably £30,000,000 (\$145,990,000). On the rebuilt farms and in the new cities fully 100,000 homes will have to be remade within a year. The £3,000,000 (\$14,599,000) advanced by the British Government, and the further sums to be loaned by it at low interest are only the beginning of expenditure in this direction. A large credit trade will spring up. Agricultural machinery in particular will be in keen demand. There is certain to be a rapid increase in light railways throughout the Transvaal, making a good market for railroad material of all kinds.

Where will these orders go? In the case of mining machinery, competition will be very keen. The De Beers Company, a very important factor in the matter, favors America in some ways. The Albu group, another important section, favors Germany, representing, as they largely do, German interests. The Robinson group is generally regarded as inclined to give some orders to America. Then there comes a very important section, headed by the Messrs. Wernher, Beit & Co. and Farrars, which can best be described as militantly British.

#### GERMAN AND AMERICAN PLANS.

German work is seriously to be reckoned with in South Africa, but not so much so in the most profitable fields as America. The Germans in the past have been noted for cheapness rather than quality, although the standard of their wares is steadily improving. The strength of the Americans in the mining field lies partly in the fact that many American mining engineers occupy high posts on the Rand. They in more cases than one turned losing into paying properties by their methods, and not unnaturally they favor the products of their own nation.

An examination of recent contracts shows the great extent to which Americans have already got a hold in South Africa. In mining drills, quite 75 per cent of the drills used in South Africa are of American make, and one company in Easton, Pa., is making a first shipment of 200 tons of drills to East London. Two great breweries are now being built in Johannesburg and Cape Town, with everything but the brickwork from America. They cost together between £200,000 and £300,000 (\$973,000 and \$1,459,000). In the case of the Cape Town brewery, the plans were drawn in New York, a New York house furnishes the necessary structural material, a Cincinnati firm the copper coolers, New York companies the cookers and coolers, a Milwaukee firm the filters, Chicago the brewing machinery, and so on down to terra-cotta fireproofing and wire netting. Even the carpentering work is done by a Staten Island firm.

In mining machinery England may consider itself fortunate if it maintains its former proportions and obtains orders for one-fourth of the total. In structural steel, for which there is likely to be a considerable field, America seems likely to win. For railways, the greater part of the orders bid fair to go to Belgium and the United States.

The Cape government has strongly shown that for railway material it favors America. The impossibility of obtaining quick delivery from British firms largely accounts for this. As a rule, British houses ask between three and four times as long for delivery as the Americans do. In the rapid development of a revived country, time is everything.

Last summer Sir Charles Elliott, commissioner for the Cape railways and the expert high in the confidence of Lord Milner, came north on a special mission of inquiry for his Government. Various rumors were abroad at the time of the commissioner's intentions of placing large orders for new material. His real work, however, was not to place orders, but to find the best equipped places for executing contracts. He went through the great works of England, continental Europe, and America, and it is no secret that he went away highly impressed with the American equipment. This visit may bear important results within the next few months.

## A PREFERENTIAL TARIFF WANTED.

A demand is certain to arise for a preference for British traders in these new British dominions. Such a preference already obtains in Natal, where it is understood that government contracts are to be given only to English firms, and are, as far as possible, to be made of British raw material.

Up to quite recently, it was impossible to get any bulky imports up country, on account of the railways being required for military work. In consequence, large stocks of goods lay at the ports. Much has been done to remedy this during the past few months. Although a very large extension of trade is coming in South Africa, there will, for the next year, be many checks to it, and there will be little opening in the new field except for firms with considerable capital and able to give long credits.

## NATAL.

According to the Natal Mercury, the value of the trade of Natal during the first six months of 1902, as compared with the corresponding period of 1901, was:

Year.	Imports.	Exports.
1901 .....	\$19,479,183	\$6,982,221
1902 .....	29,822,676	15,579,377

The total imports in 1901 were valued at \$46,480,000, and the exports at \$20,142,000. More than half the imports came from England. The chief exports are wool (\$1,200,000), sugar (\$550,000), hides (\$220,000), Angora hair (\$50,000), bark (\$330,000), and coal (\$2,100,000).

## NEW INDUSTRIES IN NATAL.

Consul Schumann, of Mainz, says:

According to a German newspaper, the establishment of new industries in Natal is planned. Companies are said to be forming for the erection of distilleries, paper mills, and breweries, and a factory for the manufacture of a special roofing material. Furthermore, the Government is considering a plan for the expropriation of uncultivated lands in order to stimulate the immigration of farmers. There are in Natal thousands of acres of land which the Government believes can be cultivated profitably, and by granting such lands to colonists not only could the latter gain a living, but the wealth of the country would be also greatly increased.

Natal is only sparsely settled. There are few farmers and laborers. Besides the scarcity of labor, farmers are handicapped through the insufficient irrigation of the lands. According to an expert who has traveled through Cape Colony, Transvaal, and the Orange River Colony, the development of South Africa depends solely upon a rational system of irrigation. Artificial irrigation would open up 3,000,000 acres of land to cultivation. The cost of such system would probably amount to \$150,000,000, but it is believed that the agricultural value of the district would be increased by \$500,000,000.

## TRANSVAAL.

Acting Consul Gordon sends from Pretoria copy of the Transvaal customs returns of imports for the year ended December 31, 1901.

Most of the goods noted as coming from oversea countries, says Mr. Gordon, were stored at coast ports prior to the outbreak of hostilities, and are now coming forward.



The principal imports, with countries of origin, were:

*Imports into Transvaal.*

Articles.	Quantity.	Value.
Acetic acid and vinegar.....gallons	12, 065	\$11, 938
Ale and beer.....do	55, 126	59, 570
Ammunition.....do		2, 924
Animals, live.....number	45, 602	83, 606
Drugs and chemicals.....pounds	213, 625	396, 702
Apparel and slops.....do		1, 580, 327
Biscuits.....pounds	1, 106, 839	160, 575
Books and stationery.....do		175, 235
Boots and shoes.....do		1, 119, 816
Butter.....pounds	1, 594, 515	598, 162
Butterine, margarin, and ghi.....do	337, 705	46, 227
Candies.....do	2, 401, 485	237, 612
Cheese.....do	589, 168	104, 084
Chocolate and cocoa.....do	127, 380	76, 029
Cigars.....number	2, 419, 605	109, 311
Leather, and manufactures of.....do		233, 008
Machinery of all kinds.....do		943, 906
Matches.....gross	70, 878	33, 258
Meal, wheat, and other.....pounds	4, 321, 357	143, 936
Meats:		
Preserved, etc.....do	3, 290, 457	641, 731
Fresh, and game.....do	1, 929, 213	192, 720
Milk, preserved.....do	4, 411, 731	442, 744
Oil:		
Mineral.....gallons	404, 345	88, 346
Other than mineral.....do	187, 740	95, 544
Pickles, sauces, and chutney.....pounds	313, 030	58, 788
Rice.....do	2, 777, 232	90, 035
Soap.....do	3, 008, 023	200, 398
Spirits.....gallons	119, 467	361, 863
Sugar.....pounds	10, 018, 922	418, 306
Tea.....do	596, 733	159, 062
Tobacco:		
Manufactured.....do	71, 193	43, 341
Unmanufactured.....do	412, 983	53, 536
Tobaccoists' ware.....do		88, 556
Toys and sporting goods.....do		56, 378
Vegetables:		
Fresh.....pounds	5, 513, 917	178, 114
Preserved.....do	760, 624	72, 355
Bicycles and accessories.....do		145, 567
Wines.....gallons	47, 465	164, 196
Woolen manufactures.....do		370, 136
Wire, electric cable and other.....do		32, 523
Goods not enumerated.....do		8, 040, 377
Total.....do		17, 861, 831

NOTE.—These returns do not include military or Government stores.

*Imports by countries of origin.*

Natal.....	\$6, 359, 756
Cape Colony.....	2, 834, 853
Orange River Colony.....	15, 636
Delagoa Bay.....	600, 205
Europe.....	7, 548, 073
Other countries.....	473, 088

In the distribution of the Transvaal import trade, it has been estimated that the United States has 15 per cent. It may be assumed, however, that many of our products are credited to other countries, in which they are transhipped.

Mr. Gordon adds:

The total imports for the half year ended June 30, 1902, were, in round numbers, about \$20,528,000, or approximately for the year \$41,000,000, although the latter half of the year will probably exceed the first six months. The following are among the most important requirements of the colony: Agricultural machinery and utensils, horses, mules, cattle, flour-milling and dairying machinery, clothing, boots, shoes,

hats, caps, provisions, food stuffs, cigars, cigarettes, tobacco, forage, corn, wheat, furniture, mining machinery, harness, saddlery, leather goods, vehicles of all kinds, motor cars, bicycles, traction engines, and building materials of all descriptions. Portable houses could be sold in large numbers, as tents are used on many farms and in many villages. Light, portable cottages should sell well. It is difficult to get building materials from the coast, owing to a shortage of railway trucks, and to the outlying districts through lack of wagon transportation. American trade with this country would be facilitated by direct banking arrangements. Merchants and manufacturers should send out qualified salesmen or agents representing several houses, to introduce goods and to acquire a knowledge of existing conditions.

### ORANGE RIVER COLONY.

The Board of Trade Journal, London, gives the following comparative statement of the imports during the years ended June 30, 1901 and 1902, into the Orange River Colony:

Articles.	1901.	1902.
Articles of food and drink.....	\$798, 106	\$1, 026, 881
Haberdashery.....	476, 917	759, 174
South African produce.....	194, 660	408, 919
Apparel and slops (including hats).....	204, 393	316, 322
Cotton manufactures.....	170, 327	287, 123
Boots, shoes, and leather ware.....	145, 996	214, 121
Saddlery and harness.....	9, 733	14, 600
Corn and grain.....	85, 163	194, 660
Hardware, brass, and copper ware.....	82, 730	184, 927
Provisions, oilman's stores.....	116, 796	141, 128
Tobacco of all kinds.....	141, 128	121, 662
Drugs and chemicals.....	63, 264	111, 929
Wood, raw and manufactured (includes furniture).....	38, 932	107, 063
Blankets.....	165, 461	92, 468
Cocoa, chocolate, and confectionery.....	92, 468	82, 730
Stationery and fancy goods.....	29, 199	77, 864
Clocks, watches, jewelry, and plated ware.....	68, 131	72, 997
Woolen manufactures.....	48, 665	68, 131
Soap and candles.....	38, 932	48, 665
Iron, galvanized and corrugated.....	14, 600	38, 932
Oils of all kinds.....	19, 466	24, 333
Bicycles and accessories.....	14, 600	14, 600
Other vehicles.....	9, 733	19, 466
All other articles.....	248, 192	783, 507
Total.....	2, 677, 586	5, 208, 160

The total value of the goods exported from the Orange River Colony in the year ended June 30, 1902, was \$82,628, as compared with \$219,893 in the preceding year. The exports in 1901-2 were distributed as below:

Cape Colony.....	\$35, 506
Natal.....	22, 756
Basutoland.....	19, 043
Transvaal.....	5, 323

### BASUTOLAND.

Imports subject to duty in the fiscal year 1900-1901 were stated <sup>a</sup> at \$708,000 and exports at \$1,757,000. Exports consist chiefly of grain, cattle, wool, and horses. Imports include plows, blankets, clothing, saddlery, iron and tin ware, and groceries. The territory is stated to be the best grain-producing country in South Africa, and the abundant grass enables the natives to raise large numbers of cattle.

<sup>a</sup> Statesman's Year-Book, 1902.

## BRITISH CENTRAL AFRICA.

Imports in the fiscal year 1900-1901<sup>a</sup> amounted to \$710,800, and exports to \$188,300. Some \$250,000 worth of goods also passed through the protectorate in transit to other countries. Cotton goods, machinery, and hardware, agricultural implements, and provisions constitute the important imports. The exports comprise ivory, coffee, and rubber.

A railway from Chiromo to Blantyre will be completed in 1903.

## RHODESIA.

Rhodesia includes a vast tract of land north and west of the Transvaal, south of the Kongo, and between the Portuguese and German possessions on the east and west. It is divided by the River Zambesi into two portions—northern and southern Rhodesia. Southern Rhodesia includes Matabeleland and Mashonaland. A number of gold fields have been discovered in Rhodesia, the area being given by the Statesman's Year-Book, 1902, at 5,250 square miles. Up to the end of December, 1901, the declared output of gold was 337,056 ounces. Silver, copper, antimony, arsenic, and lead have also been discovered. A company has been formed to mine for coal through 384,000 acres of coal fields at Wankies, 190 miles northwest of Bulawayo.

The imports of Rhodesia in the fiscal year 1901 amounted to \$10,267,400<sup>b</sup> and comprised machinery and metal work, cottons, apparel, provisions, etc. Ivory and rubber are exported, especially from northern Rhodesia.

Salisbury is the capital of southern Rhodesia, and the country has 2,871 miles of roads, post routes, etc., besides 500 miles of crossroads in the mining district. There are 1,308 miles of telegraph under construction, as well as an extensive telephone system. There is direct communication by telegraph between Umtali and Beira.

The following details as to railroad construction are taken from a report by Consul Ravndal, of Beirut:

## CAPE-CAIRO RAILWAY.

According to the last annual report of the directors of the British South Africa Company, the train de luxe will soon be running between Cape Town and Bulawayo (1,500 miles).

Railroad building is progressing rapidly in Rhodesia, although the Boer war interfered with the transportation of construction and equipment material from the south. The Beira-Salisbury line has been extended southward and a junction formed with the main line at Bulawayo. It was originally intended that the line from Bulawayo via Gwelo to Salisbury should constitute the first section of the main line northward, toward Lake Tanganyika, and that the Zambezi should be crossed in the vicinity of Kariba Gorge. Later explorations, and particularly the discovery of the Wankie coal beds, have led to the adoption of a route farther to the west, including the crossing of the Zambezi at Victoria Falls. The railway is due to reach the coal fields during the coming autumn and Victoria Falls before the end of 1903.

On April 14, 1902, an agreement was signed in Brussels which would seem to constitute an important step toward the realization of the late Cecil Rhodes's "dream." Under the Belgian contract the German route is abandoned, and the Cape to Cairo railway will be carried through the Kongo Free State to the upper waters of the Nile. Instead of heading for Lake Tanganyika and German East Africa, the line will continue due north of Victoria Falls to the Kongo border, and thence via Katanga

<sup>a</sup> Statesman's Yearbook, 1902.

<sup>b</sup> See Consular Reports No. 264, September, 1902.

to Lake Kasali, which is the most southerly navigable point on the Lualaba (one of the principal reaches of the Kongo). Approximately, the distances to be covered are: Bulawayo to Victoria Falls, 300 miles; Victoria Falls to Lake Kasali, 700 miles. From Stanley Falls, on the Upper Kongo, a railroad will be built to Mahagi, on Lake Albert Nyanza (480 miles), thus supplying the missing link between the Cape and the Egyptian railway nets. Such is the scope of the concession which Mr. Robert Williams obtained last month from the King of the Belgians. This project does not, however, necessarily replace the original central line through German territory, as planned by Mr. Rhodes and the German Government.

In fact, it is quite likely, if the proposed railroad be built from the coast of Dar-es-Salaam, the capital of German East Africa (either through subsidy granted by the Reichstag or by private capital under State guaranty), that the original Cape to Cairo scheme via Tabora will be realized. Both lines may astonish the world before many years as full-fledged realities. All maps of Africa more than 6 months old are obsolete, because history is being made so rapidly in those regions.

By joining at Lake Kasali the Kongo Free State river and railroad system, the Cape to Cairo railway would secure a western feeder, via Leopoldville and Matadi, of the highest importance. On the eastern side there are already two feeders in waiting, viz, the Beira-Mashonaland Railway (350 miles) and the Mombasa-Uganda Railway (660 miles). For the latter, rails had been laid at the end of 1901 as far as Lake Victoria Nyanza. Another prospective eastern feeder is the proposed Suakin-Khartoum line, the construction of which via Berber (350 miles) during the next two years seems to have been recently decided upon by the Sudan Government. This will make Suakin, on the Red Sea, instead of Alexandria, the chief port of the Sudan. To these eventual feeders may also be added the French line from Djibouti through Abyssinia via Harrar to Addis Abeba, the capital of King Menelik's dominions (430 miles), and perhaps to Fashoda, an enterprise which, by act of the Chambers, was recently granted financial support from the Government of France.

In the development of the Dark Continent, as Africa is yet called, the United States is not at present playing a conspicuous part. Stanley's momentous work in the seventies has not been followed up by his quondam countrymen; nor is our trade with Africa, except Cape Colony, of relative consequence. It is to be hoped that more attention will be paid by our manufacturers and exporters to the African markets and concerted efforts made to reach them.

Rhodesia is eight and one-half times the size of Great Britain, and its natural resources include rich deposits of gold and of coal, besides fertile lands and forests. The closing of hostilities in South Africa will give a tremendous impetus to agricultural, industrial, and commercial activity throughout the Continent.

## PORTUGUESE EAST AFRICA.

This comprises the districts of Mozambique, Zambesia, and Lourenço Marquez. The imports are estimated at \$12,000,000 and the exports at \$7,000,000, exclusive of the transit traffic. The following description of the territory is given by Minister Loomis, of Lisbon:

### LOURENÇO MARQUEZ.

This is bounded on the south by the province of Mozambique and on the west by the Transvaal. The city of Lourenço Marquez, now the capital of Portuguese East Africa, with its excellent harbor and prominent geographical position, is destined to become the Liverpool of South Africa, when the improvements are carried out which it needs in order to afford to commerce all facilities and conveniences for the loading, unloading, and conveyance of produce and merchandise. The number of private residences worthy of note is now great, and when the maritime works and sanitary arrangements so needful are all completed, Lourenço Marquez will be, perhaps, the most important commercial center of South Africa. There are numerous commercial houses, both Portuguese and foreign. There is a line of railway connecting Lourenço Marquez with Komatipoort and Barberton, and one also between Lourenço Marquez, Pretoria, and Johannesburg.

### THE MOZAMBIQUE COMPANY.

The territory whose administration and exploration was granted to the Mozambique Company is bounded on the north by the River Zambezi from its southernmost mouth to its junction with the River Luenha; on the west, by the frontier of the province

of Mozambique, in the part comprised between the rivers Luenha and Limpopo, and by this latter river at the point where it is intersected by the meridian  $33^{\circ}$  and the parallel  $22^{\circ}$ , and onward by this parallel till the coast is reached, the necessary inflections, however, being made in order to avoid dividing the lands of one and the same chief, and so that the areas so acquired by the company, or delivered up by it to the Government, may be, as far as possible, equivalents; on the east the territory is bounded by the ocean.

#### QUILIMANE..

This territory is bounded on the north by the River Quizambo, on the south by the Zambezi, and on the west by the River Chire. It numbers more than 10,000 inhabitants. The chief town is Quilimane City, built on the northern bank of the delta of the Zambezi. The climate of this place is unhealthy, but the surrounding country is very fertile. It possesses a shipbuilding yard.

#### DISTRICT OF TETE.

This extensive territory is bounded on the north by the River Arnangua and on the south by the Fura Mountains. It is a military station, the headquarters of which are in the town of Tete, built on the right bank of the Zambezi. In the district of Tete there are iron and copper mines.

Consul Hollis transmits from Lourenço Marquez, clipping from a local paper giving particulars in regard to gold discoveries in Gazaland, which reads in part:

South Africa has often been described as the country of wonderful surprises. It had been thought that the greatest of the later developments, at least in the southern portion of the continent, had happened on the Rand; but portions of Rhodesia are showing good results, and in other parts of South Africa we find rich indications.

But it is not only in the British portion of South Africa that gold-bearing soil has been discovered; in the extensive portion of the subcontinent comprised in the Portuguese province of Mozambique, rich discoveries have been made. Recently, the Macequece gold fields have claimed a large share of attention on the part of the investing public, whose confidence bids fair to be justified. The fields in that direction promise the best results. Latest of all, we have the valuable find in the Uanetz district. Here, it has been ascertained, there exists the true "conglomerate" as we find it in the Witwatersrand soil. The reef, as we have been informed, is an extensive one, and has been traced for miles. Something like 7 miles have already been taken up. The district is situated fairly well to the north of Incomati, near to the Transvaal border. The district is healthy, and from a mining point of view there are the supreme advantages of an abundant water supply and an almost inexhaustible stock of timber. As for the financial element, we may state that the syndicate to further prospect and work the fields has been fully formed, and consists mainly of Lourenço Marquez gentlemen. Good financial support has been forthcoming and ultimate success is confidently anticipated.

As to trade conditions in Lourenço Marquez, Consul Hollis says:

I believe that a large trade in our steel cars, locomotives, and other rolling stock, mining and electrical machinery, pitch pine, Oregon pine, etc., can be created in south-east Africa, the Transvaal, Mozambique, and adjoining States. United States firms sometimes make the mistake of giving the agency for Portuguese East Africa to a Natal house. This has been done recently in the case of a certain make of typewriters, to the serious detriment of the trade. I wish to remind our exporters that there is nothing in common between Lourenço Marquez and the British colonies. On the contrary, they are trade rivals, and freight rates from Durban, Natal, to Lourenço Marquez are nearly as heavy, taken in connection with the transshipment charges, as the total rates from New York used to be.

## EAST COAST.

## MADAGASCAR.

Consul Hunt, of Tamatave, gives the total imports in 1901 as \$8,884,300, against \$7,810,900 in 1900, and the exports for the two years as \$1,732,300 and \$2,050,400, respectively. Imports from the United States for the first six months of 1902 amounted to \$22,222 out of a total import for that period of \$4,035,700. The consul notes steady progress in the development of the French colony in the past year. The railway planned to connect the coast with the capital is in a fair state of advancement.

In the import trade, cotton goods, liquors, and articles of metal have the most important places. French imports of woven fabrics in the first six months of 1902 amounted to nearly \$600,000. The imports of metal goods have increased largely, mainly on account of the railway undertakings.

The principal articles of export are gold dust, dry salted hides, and live cattle. Raffia fiber and rubber are also shipped, but these are diminishing. The quantity of gold dust, on the other hand, has doubled in value in 1902. Cattle raising is one of the chief sources of wealth, and shipments are made to South African countries. In this connection, the following is quoted from a report by Consul Covert, of Lyons:

Business men interested in Madagascar state that a profitable cattle trade may soon be opened between that colony and the Transvaal. The southern part of the island is a rich field for raising cattle, and is good for little else. The cattle now there, owned by the natives, number from 800,000 to 1,000,000. In Madagascar, cattle can be bought for 100 francs (\$19.30) per head, or less, and they will sell in the Transvaal for 350 francs (\$67.50).

It is announced in one of the Paris papers (*Le Temps*) that 6,000 head of cattle were transported from Majunga, Madagascar, to the Transvaal in 1902, at a profit of 600,000 francs (\$115,800).

United States trade with Madagascar, says Mr. Hunt, has been much crippled by the application of a higher tariff to imports from our country, and has resulted in the transfer to the French market of the demand for cotton goods. American canned goods, however, are still popular in Madagascar, and seem to have driven out those from England. Our household utensils and petroleum also are imported largely in view of the relative smallness of the market.

The following details of the trade of Madagascar are taken from a recent edition of the *Paris Quinzaine Coloniale*:

The chief articles of import in 1901 were:

Article.	Quantity.	Value.	Increase.	Decrease.
	<i>Tons.</i>			
Cotton tissues.....	4,189	\$2,312,168	\$293,105	.....
Rice.....	26,179	1,088,643	735,725	.....
Wine, ordinary.....	5,875	490,709	42,387	.....
Metal manufactures.....	2,469	399,625	108,267	.....
Spirits.....	2,949	327,109		\$109,761
Flour.....	3,230	307,667	111,210	.....
Metals.....	2,348	243,141	26,641	.....
Iron manufactures.....	775	219,810	118,883	.....
Lime (cement).....	10,538	206,512	124,933	.....
Coal.....	18,410	184,894		104,958
Wood.....	3,891	168,342	9,257	.....
Household articles.....	634	127,583	25,677	.....
Sugar.....	1,114	104,363	51,606	.....
Ready-made clothing.....	103	98,609		72,778
Preserved meats.....	306	87,899	58,365	.....

The principal articles of export were:

Article.	Quantity.	Value.	Increase.	Decrease.
Raffia.....tons..	3,398	\$377,451		
Cattle.....do..	2,174	156,742		\$66,335
Hides.....do..	757	152,219	\$49,486	
Caoutchouc.....do..	188	128,824		224,715
Wax.....do..	262	125,398	27,392	
Dried vegetables.....do..	710	38,206		9,169
Vanilla.....do..	7	30,882		
Wood for cabinetwork.....do..	562	21,528	11,630	
Vegetable hair.....do..	60	7,035		7,156
Cloves.....do..	34	5,155		7,362
Cacao.....do..	7	4,443	2,118	
Gum copal.....do..	18	3,454	11	
Gold dust.....pounds..	2,374	590,765		50,560
Gold in bars.....do..	245	46,073		5,041
Tortoise shells.....do..	3,314	10,711		2,569

France and the French colonies lead in the import trade, with an increase of nearly \$1,158,000 over the preceding year. The share of the principal countries was:

France and French colonies .....	\$8,202,500
England and English colonies .....	316,084
Germany .....	100,567
African coast.....	109,773
Sweden and Norway.....	86,780
Other countries .....	384,703

The export trade was distributed as follows:

France and colonies .....	\$1,251,162
Germany .....	258,759
African coast.....	114,903
England and colonies.....	88,884
Other countries .....	18,558

### MAURITIUS.

The value of the import trade in 1901 was \$6,630,000, and of the export traffic, \$8,126,400. The whole island is practically devoted to producing sugar for export, and all the necessaries of life have to be imported. Rice and grain come from India, flour and frozen meat from Australia, etc. The chief commerce is transacted with India.

### REUNION.

According to *La Dépêche Coloniale*, of Paris, the trade of the island of Réunion in 1901 was \$8,101,459, the largest total in the last five years, as shown by the following table:

Year.	Imports.	Exports.	Total.
1897.....	\$4,180,705	\$3,567,128	\$7,747,833
1898.....	3,814,697	3,672,376	7,487,073
1899.....	4,044,574	2,963,993	7,008,567
1900.....	4,251,667	3,370,027	7,621,694
1901.....	4,588,758	3,512,701	8,101,459

The value of the import trade in the most important articles was distributed as follows:

Description.	Value.	Description.	Value.
Mules.....	\$136,393	Saltpeter.....	\$88,413
Lard.....	143,511	Common soap.....	64,352
Grain and flour.....	151,991	Jute sacks.....	51,271
Rice.....	1,204,950	Textiles:	
Dried vegetables.....	178,959	Cotton.....	308,436
Colonial goods.....	45,413	Linen.....	48,907
Ordinary wine.....	299,313	Machinery.....	98,552
Cement.....	69,335	Ironware.....	116,989
Coal.....	113,914	Steel ware.....	125,574

The exports, which went mainly to France, consisted principally of sugar (\$2,200,000), tapioca (\$350,000), essences (\$181,000), vanilla (\$375,000), coffee, rum, and tobacco.

### ZANZIBAR.

Vice-Consul Childs gives the total imports in the six months ended June 30, 1902, as \$4,047,020, against \$3,536,143 in the corresponding period of 1901; the figures for the export trade were \$3,329,779 and \$3,007,903, respectively. Imports from the United States in the first six months of 1902 were \$118,960, against \$199,262 in the same period of 1901; while exports to the United States in 1902 amounted to \$192,199, and in 1901 to \$197,541. The bulk of the import from the United States into Zanzibar consists of petroleum and cotton piece goods. Ivory, goatskins, chillies, copra, and cloves are shipped to our country.

Great Britain has most of the import trade of Zanzibar, having sent in the six months under review goods to the value of \$439,500, or nearly as much as the entire continent of Europe. The adjacent countries of Africa and Asia absorb much of the trade. In fact, Mr. Childs says that the commerce may be stated to be wholly in the hands of Indian merchants, who act as middlemen. German exporters, however, are making a determined effort to control the traffic, and have arranged for new transportation services to assist them.

### GERMAN EAST AFRICA.

A British consular report gives the import trade of German East Africa in 1900-1901 as \$2,492,767, and the exports as \$1,044,302. This trade was distributed as follows:

Country.	Imports.	Exports.
Germany.....	\$719,220	\$235,831
United Kingdom.....	22,702	24,235
Zanzibar.....	1,454,110	729,026
India.....	228,166	5,450
Other countries.....	68,569	49,780
Total.....	2,492,767	1,044,302



The principal articles of import were cotton goods; iron, brass, and copper wares; glass and wooden articles; wines and spirits; tobacco, earth, stone, minerals, sugar, and other provisions.

The following official statement of trade is translated by Consul-General Hughes, at Coburg:

In June, 1902, cotton goods held the first place in value of all the articles imported into German East Africa, and the largest shipments came via Bagamojo, the value of the goods being \$26,740.04, and Dar-es-Salaam, \$23,029.92, while via Kilwa only about \$14,074.56 worth of goods were declared. Rice came principally by way of Tanga, the total value of the shipments being about \$16,447.53, and via Dar-es-Salaam, with a value of \$13,726.26. Most of the articles of consumption came via Dar-es-Salaam, with a total value of \$5,347.29.

German East African caoutchouc was shipped for export by way of the following ports: Kilwa, \$13,012.81; Bagamojo, \$4,441.39, and Lindi, \$3,458.05.

Ivory was shipped almost wholly via Bagamojo, to the value of \$8,817.98. Copra was exported to the value of \$6,618.99 by way of Tanga; via Bagamojo up to \$3,724.70; via Pangani, \$3,047.22; via Kilwa, \$1,844.85, and via Dar-es-Salaam, \$1,276.56. Coffee was sent out of the country mostly via Tanga, to the value of \$4,408.02. Sesame was shipped by way of Kilwa, valued at \$2,780.56, and via Pangani, \$1,079.24. The grain export was most noticeable in Kilwa, \$3,001.21 worth being exported, and also in Dar-es-Salaam, where \$1,113.58 worth was shipped.

The exportation of cattle took place mostly by way of Saadani, where \$2,988.57 worth was exported, as against \$2,224.90 worth from Bagamojo.

Among other important articles of export may be mentioned bast ware, hides and skins, copal, and wax.

Consul-General Richard Guenther, of Frankfort, says:

According to German papers, the governor of German East Africa is giving considerable attention to the improvement of the waterways of that province and to the construction of steamers capable of ascending the slight rapids encountered in the streams emptying into the Indian Ocean. Already, a side-wheel steamer has temporarily been placed in operation on the Rufidjy River, from its mouth to Kungulio, while the upper reaches of that stream, known as the Manga, are being surveyed by the military station of Mahenge. Systematic surveys will also be made of the Wamis River, with a view to furnishing an outlet for the rich agricultural district of Kiloesa and for the mining district of the Muguru Mountains.

The following has been received from Consul Winter, of Annaberg:

A company is being organized in Germany, to be known as the Central African Lakes Company, to create a regular transport service from the coast to Lake Nyassa and thence to Lake Tanganyika, employing 8,000 native carriers. A contract has already been made with the Transcontinental Telegraph Company for the transport of the telegraph materials which will be required for the construction of the line in German territory.

The company will also be intrusted with the work of transporting goods for the German Government, for the Kongo Free State, and for the Katanga Company, as well as for the numerous missionary stations in the country over which it is to operate.

On Lakes Nyassa and Tanganyika, two German steamers and several dhows will be employed, and it is expected that the trade will prove highly lucrative. The company also proposes to exploit the gold fields and coal deposits in German East Africa and to develop the salt and nitrate industry in this territory.

Under date of December 22, 1902, Consul Monaghan, of Chemnitz, says:

A shipment of cotton has just arrived on German soil which, though insignificant in quantity, nevertheless possesses great interest in that it is the first shipment from East Africa. This cotton is said to be the first successful crop raised outside of Egypt which possesses the character of the Egyptian cotton; and if further efforts prove fortunate, it is to be expected that German East Africa may become an important source of cotton for German mills. The color of the cotton is said to be brownish yellow and the fiber long and silky.

The good results may to a certain extent be attributed to the skill of the American planters, whom the German Government engaged to go to East Africa and instruct the natives in the proper method of preparing the soil, planting the seed, and harvesting the product. This all goes to show that Germany's commercial policy includes an effort to make herself independent, as far as possible, of all foreign markets in the matter of raw materials.

## BRITISH EAST AFRICA.

A British consular report says that the total commerce of the East Africa Protectorate was figured at \$2,600,978 for the year ended March 31, 1902, divided as follows: Import trade, \$2,050,062; exports, \$550,916.

The following statement shows the value of trade and per cent of total imports from different countries:

	Value.	Per cent.		Value.	Per cent.
United Kingdom.....	\$562,061	27.4	United States.....	\$123,122	6
Germany.....	227,752	11.1	India and Burma.....	676,249	33
Holland.....	59,371	2.9	Arabian African ports.....	156,242	7.6
France.....	48,812	2.1			
Italy.....	27,739	1.3	Total.....	2,050,062	
Miscellaneous ports of Europe.....	175,194	8.5			

Among the articles which showed an increase compared with last year are piece goods. Sundries show an advance of 25 per cent, and consist of articles principally used by Europeans, such as drapery, safes, bicycles, jewelry, perfumery, soap, hats, books, photographic and printing materials, curling paper, lamps and lanterns, coir matting, stationery, boot polish, pianos, carpets, brooms, boots and shoes, trunks, saddlery, and fancy goods. The country now produces a larger quantity of food stuffs, which accounts for the falling off in the imports of grain, flour, fruits, and vegetables. Building materials have also diminished, owing to the near completion of the Uganda Railway. The export of ivory has increased 45 per cent. Coffee appears for the first time among the exports. Copra is a new industry for the mainland.

The principal articles of export were:

Ivory.....	\$297,007
Rubber.....	8,363
Gum copal.....	1,914
Hides, horns, etc.....	18,795
Copra.....	34,528

The following details in regard to the Uganda Railway, one of the chief feeders of the Cape to Cairo enterprise, are taken from the London Board of Trade Journal:

The railway from Mombasa has reached its terminus, 572 miles from the coast. The journey, which formerly required several months, can now be accomplished in forty-eight hours. Human portage on the direct route is a thing of the past; the railway has revolutionized the cost of carriage. One of three steamers is on the lake, and two others are on the way.

Roads suitable for wheeled traffic are now being made from the seat of administration at Entebbe, on the northwest shore of Lake Victoria, to Butiaba, on Lake Albert, and through the province of Buddu. The completion of the central road will render it possible for capitalists interested in the trade of the country to place an efficient steamer on Lake Albert and thus facilitate communication with the valley of the Nile, along which there is a constantly increasing flow of communication with the Sudan.

## ABYSSINIA.

Consul Covert, of Lyons, says:

The Italian consul in Abyssinia has sent to his Government a report which is receiving attention from French business men. He says the population of Abyssinia aggregates 10,000,000 people, whose capacity of consumption merits the consideration of exporting nations. The inhabitants are disposed to adapt themselves to the arts of peace.

The products of the country, exclusive of cereals, are ivory, zibeth or civet, wax, hides, coffee, and gold, the latter mineral being said to abound in the mountains, where the mines have only been scratched. These articles figure in the annual exports of the country at 5,000,000 francs (\$965,000). The imports are but 3,000,000 francs (\$579,000). The mass of imports consists of cotton goods. The report says:

"In this article, North Americans have conquered the market against England, France, and Germany. \* \* \* In spite of the high price of labor and the enormous cost of freight for such a distance, Americans have succeeded in capturing the trade by the low price of their products. \* \* \* Different nations sell these goods, but they are all American made."

Silks, generally of an inferior quality, come from France. Guns, revolvers, and cartridges are imported from France and Russia in considerable quantities.

The following has also been received from Consul-General Skinner, of Marseilles:

Interest in the opening of Abyssinia to modern civilization has been increased of late by pending legislation in the French Chamber, the purpose of which is to guarantee the shares in the partially completed railroad from Djibouti, the French port in Africa, opposite Aden, to Addis-Ababa, the capital of the Abyssinian Empire. It has been feared that without this support, the control of the line would pass into English hands and result in the construction of a spur from the main line to the British port of Zeila, in Somali, and the possible diversion of the expected traffic from the French to the British port. Thus far, the activity of the powers bidding for the support of Emperor Menelik has been along purely political lines. Representatives of Italy, France, Russia, and Great Britain are permanently established at the capital. Great Britain is presumed to have some concern for the control of rivers draining into the Nile, thereby assuring in a measure the distribution of water in Egypt. Russian and French interests are identical, and are assumed to be commercial, although the actual commerce developed by them has been inconsiderable. Italy has both commercial and political interests at stake. The Italian colony of Erythrea is bounded by the Abyssinian Empire, and a satisfactory trade is being built up. A capable representative of Italy, Captain Ciccodicola, has succeeded in eradicating much of the bitterness caused by the military operations of seven years ago, and is generally believed to have the confidence of the Emperor. He has striven intelligently to promote commercial exchanges with his country on purely business lines.

The interests of the United States are probably greater than those of all the other powers combined, and its contingent interest is equally great; but these conditions are entirely due to the efforts of individual traders, all of them foreigners, who have found it advantageous to deal with American manufacturers, mainly of cottons. M. Le Roux, a French writer and traveler—who has recently returned from Abyssinia, where he was commissioned by the French Government to study the railroad and other economic questions, the Government paying 18,000 francs (\$3,674) for this purpose—asserts that American cottons have secured such a hold upon the Empire as to actually constitute a monetary standard. At present, shipments are made principally from New York directly to Aden, thence to Zeila or Djibouti, for transportation into the interior. Freight rates are very uncertain, and average from 8 to 9 Maria Theresa thalers (about \$3.20 to \$3.60) per camel. The railroad from Djibouti is now in operation to a distance of 207 kilometers (129 miles) from the coast, and it requires perhaps four days to journey from Djibouti to Harrar, the market town of Abyssinia, and thence to Addis-Ababa, about fifteen days more. Information on this point is very uncertain.

Agriculture is carried on in a very primitive fashion, and it is believed that a market for American implements can not be developed until the completion of the railroad. The concession for this railroad was granted March 9, 1894, for a period of ninety-nine years. The concession also conveys to the company 1 kilometer (0.62137 mile) of land on both sides of the track throughout its length, and the right to a tax of 10 per cent upon all merchandise imported into the country and shipped over its lines. The company may use or neglect this latter privilege, according to its wishes and needs. The only control of the freight rates to be charged is that they shall not exceed the actual tariff for transportation by camel.

The demand for Abyssinian coffee, which much resembles that of Arabia, has yet to be created in the United States. The coffee is exported principally to England, and the crop of the Empire amounts, perhaps, to 50,000 bags annually. Connoisseurs regard it as the equal of Mocha.

## SOMALI COAST.

The imports into the British protectorate in 1900-1901 are stated at \$1,907,000 and the exports at \$1,755,000. The imports into the French Somali were \$1,415,600 and the exports \$1,312,100.

The following particulars regarding the coast of the northern Somali are taken from a report of the Italian consul-general in Zanzibar, published in a recent edition of the *Bollettino degli Affari Esteri*, of Rome:

There are thirty-one ports, or inhabited points, on the northern Somali coast. The most important of these, commercially speaking, is Bandar Cassem, 272 miles distant by sea from Aden. Caravans are sent from here to the interior, supplying the tribes of the upper valleys of the Darror and Nogel, while by sea, trade is carried on by means of vessels sailing to Aden and the opposite coast of Arabia.

The products of the region consist of gum, incense, myrrh, skins, native butter, cattle (beef and sheep), and camels. It is difficult to specify the quantities, but the exports are estimated approximately at 30,000 skins of sheep and goats, 45,000 pounds of native butter, 1,000 sacks of gum (a sack contains about 136 pounds), and 8,000 sacks of incense.

Gum is produced throughout the whole territory, and is of four qualities. The period of gathering is in June, July, and August. The first quality of gum is the whitest and best, but it is often adulterated with gum of the second quality. The third and fourth qualities are more or less inferior, but quite distinct. The total production is estimated at 20,000 sacks, which, valued at the minimum price in Aden, gives 720,000 lire (\$138,960). Incense—called by the Arabs and natives luban—is of two qualities. Luban proper, the ordinary quality, is the incense used for burning. The other quality, called maïda, is finer and whiter. The production is much more limited, and it commands at Aden double the price of luban. This quality is prized throughout the Orient for mastication, and also serves for various uses in industries. It is gathered during the cool season, from January to April. Luban, on the contrary, is gathered in summer, during the months of June, July, and August, and the more the hot south wind blows, the better and more abundant is the harvest. The total production of incense is estimated at 33,000 sacks, valued at 594,000 lire (\$114,642).

Mother-of-pearl and ambergris figure among the articles of export; also dried and salted fish. The total value of the commerce of exportation would probably amount to 1,714,000 lire (\$330,800).

The imports into this country are limited to articles of prime necessity, such as rice, dates, and cotton cloths, coming from Aden, Bombay, and Zanzibar; and it should be borne in mind that trade in all this region is a matter of exchange. Up to the present time, there has been no duty or impost of any kind. The Arabs, who taught the Somali people the method of making the palm fruitful, are authorized to cut timber for their boats. The southern part of the country is inhabited by pastoral tribes, who have many horses and camels. They, however, keep their flocks as far as possible from the forests of gum and incense-bearing trees, which constitute the greatest wealth of the country. These trees vary in height from 18 to 36 feet, growing wild not only on the mountains but in the valleys.

## ERYTHREA.

The *Bollettino di Statistica Commerciale* of Rome gives the special trade of the colony Erythrea in 1900 as: Imports, \$1,519,100; exports, \$435,712. There was a gain of \$398,834 in the total over the figures for 1899. In the general trade, the imports were distributed among the following countries of origin:

Italy .....	\$439, 246
Italian possessions on Red Sea .....	16, 444
France .....	16, 270
England .....	211, 374
Austria-Hungary .....	249, 072
Egypt .....	120, 234
Ports of Asiatic Turkey .....	218, 924
India .....	454, 969
European Russia .....	23, 907

The export trade was figured at \$529,876, distributed according to countries of destination:

Italy .....	\$78,580
Austria-Hungary .....	179,483
Egypt .....	2,509
Ports of Asiatic Turkey .....	106,417
India .....	110,868
North America .....	42,367

# NORTH AMERICA.

## DOMINION OF CANADA.

The foreign trade of Canada during the year ended June 30, 1902, is stated by Consul-General Bittinger, of Montreal, as follows: Imports for consumption, \$202,791,600; exports, \$211,725,800. There has been an increase in exports, he notes, of over \$50,000,000 in five years, a ratio that is probably unexcelled by any country in the world. The principal countries of import and export were:

Countries.	Imports.	Exports.
United States .....	\$120,809,900	\$71,196,500
Great Britain .....	49,215,700	109,842,200
France .....	6,670,800	1,388,800
Germany .....	10,814,000	2,692,500

The manufacturing industries of the country are rapidly increasing in number and are generally prosperous. United States capital has been largely invested in Canada in the last few years in iron, coal, oil, timber, etc., and there is a steady stream of immigration from our country, especially to Manitoba and the Northwest territories.

In spite of the preferential tariff accorded to products from Great Britain, United States goods are making steady inroads into Canadian markets. The value of imports from our country in the last fiscal year was more than \$10,000,000 larger than in the preceding one, while imports from Great Britain increased some \$6,000,000. As a means of avoiding the tariff, many manufacturers are establishing plants within the boundaries of the Dominion. Sugar refineries, locomotive works, factories for making agricultural machines, wagons, structural steel, etc., have been erected. Mr. Bittinger says, however, that our trade will not increase as it should until reciprocal relations are entered upon. The tariff levied by the United States on Canadian goods is forcing the people of that country to look for other markets for their products, and necessarily they will purchase where they sell.

The following details of the import trade in 1901-2 are submitted by Commercial Agent Johnson, of Stanbridge:

### IRON AND STEEL.

In the importation of iron and steel, there is an increase of over \$6,000,000, while the shipments from Great Britain have nearly doubled.

The figures for this item show:

Country.	1901.	1902.
Great Britain .....	\$3,402,898	\$6,395,972
United States .....	23,110,652	24,594,486
Germany .....	807,160	565,170
Other countries .....	359,655	1,727,001
Total .....	27,180,365	33,282,629

Practically, the whole increase in metals for the year is found in these items.

## BREADSTUFFS.

Canada imports a fairly large quantity of breadstuffs, such as arrowroot, rice, corn, wheat, flour, etc., though they do not contribute largely to the revenue, being almost entirely free. In 1902, these importations fell to \$4,287,727, being a decrease of \$3,782,769 from 1901, entirely in corn from the United States. This is explained by the fact of Canada having had unusually good crops. This corn is largely used for ensilage, and the importation has been decreasing since 1898.

## COTTON.

In cotton and its manufactures, the value of the imports has steadily increased for many years, and the increase was maintained in 1902, being \$1,474,041, and the total amounting to \$13,775,940. Of this last amount, Great Britain supplied \$5,378,300 and the United States \$7,653,179. Looking back over five years, it appears that importations from Great Britain are gradually approaching in value those from the United States, apparently on account of the preferential tariff.

Mr. Bittinger submits the following:

The development of the Dominion of Canada is progressing at a rapid pace. Few people in other countries comprehend that Canada represents 30 per cent of the entire British Empire and one-fifteenth of the land area of the world. The production of the country is immense, when it is considered that the population is not over 5,500,000. Manufacturing industries are increasing and are generally prosperous. The men managing them are enterprising, and with great energy are seeking trade over all the world.

The agricultural wealth of the country is enormous. Immense cultivated areas furnish grain for the miller; fruit and vegetables for the canner; beef, pork, and mutton for the meat trade, and cream for the butter and cheese factories. Canada's forests are now regarded as one of the chief sources for the supply of pulp wood for the paper industry of the world, and on her famous fisheries rest many important industries. Great deposits of the finest iron have recently been found, while good lead, asbestos, nickel, copper, silver, and mica mines are being opened up in all directions. The facilities for transportation are excellent. The Canadian Pacific Railway stretches from ocean to ocean, while the Grand Trunk covers the eastern provinces. Both systems are continually growing. Within two or three years, another great line of railway will be completed, extending from Halifax to Vancouver and Victoria. Feeders to all these lines are being constantly constructed. No country, except the United States, has gone forward so rapidly in its transportation facilities as Canada. In 1867, the total railway track laid was 2,087 miles, and in 1900 it was 17,824 miles. Several hundred miles were added in 1901.

The work of canal construction has been vigorously conducted. The total amount spent in construction and enlargement up to 1900 was \$95,316,000, of which \$74,600,000 was expended since confederation. Canada can justly boast of having one of the most complete systems of canals in the world. The governments, since confederation, have contributed for the construction of railways and canals \$292,921,000. The total capital invested in railways and canals in Canada is \$1,100,000,000.

As to conditions in the Yukon, Consul Saylor, of Dawson, says:

The development of the Klondike has been largely due to the enterprise and capital of our own people, about 70 per cent of the population being Americans. On all the creeks on which the principal mining claims are located, to wit, Bonanza, Eldorado, Dominion, Sulphur, Gold Run, and Hunker, mining operations are progressing satisfactorily and are being conducted with modern machinery and improved methods, resulting in a large output of pay dirt. The old method of thawing the ground by wood fires and hoisting the dirt by means of the hand windlass is being rapidly discontinued, and the steam thawer and automatic lift and bucket are rapidly taking its place.

## NEWFOUNDLAND.

The total imports in the fiscal year 1901-2 are stated by Consul Cornelius, of St. Johns, at \$7,826,400 and the exports at \$9,552,500. The respective figures for the preceding year were \$7,476,500 and \$8,360,000. Imports from Great Britain in the year just closed amounted to \$2,238,500 and from the United States \$2,500,000; exports to Great

Britain were valued at \$2,104,900 and to the United States at \$1,207,500. The United States, the consul notes, has increased her exports to Newfoundland 25 per cent in the past year. Fishing represents the main industry of the people, and the interior of the island is practically uninhabited. A railway is now being constructed to open up the central portion and develop the forest resources. Mills are also being established in Labrador.

### FRENCH NORTH AMERICA.

According to *La Quinzaine Coloniale*, of Paris, the official statistics of the commerce of St. Pierre et Miquelon for 1901 show the following results as compared with the figures of 1900:

Description.	1901.	1900.	Difference in 1901.
Imports.....	\$1,897,147	\$1,799,925	+ \$97,222
Exports.....	2,268,287	2,599,218	- 330,931
Total.....	4,165,434	4,399,143	- 233,709

The imports from France in 1900 are stated at \$1,533,600.

### MEXICO.

The following table, taken from Mexican official returns, shows the trade of Mexico in the fiscal year 1901-2, the values being given in U. S. currency (in round numbers):

Imports.....	\$64,656,000
Exports.....	78,070,000

Principal countries.	Imports.	Exports.
Germany.....	\$6,451,000	\$2,460,000
Spain.....	2,719,900	330,000
France.....	6,286,000	1,170,000
England.....	8,266,000	5,280,000
United States.....	37,435,000	68,290,000

United States capital has been largely invested in Mexico, as well as in Canada, not only in lands but in various industrial enterprises. Consul-General Barlow estimates that \$500,000,000 have been placed in Mexico by over 1,100 firms and individuals. This movement has practically all taken place in the last quarter of a century, and about one-half of it has been invested in the last five years. The impetus given to Mexico's industries by this enormous augmentation of the nation's working capital accounts in no small degree for the industrial progress of the country in the past twenty-five years. With Mexico buying 58 per cent of all her imports from the United States, says Mr. Barlow, and selling 80 per cent of her exports to our country, and with this enormous investment of American capital in Mexico, the commercial bond between the two countries is strong. Seventy per cent of this investment has been in railroads; mines also account for a



large amount, and banks, investment companies, foundries, electric-power plants, waterworks, telephones, etc., are among the other enterprises controlled by American capital.

The consular agent at Parral, Mr. Long, notes that practically all the agricultural implements in use in that district are imported from the United States. The section is principally interested in mining, and a large quantity of mining and milling machinery comes from our country. Hardware, groceries, shoes, hats, assay supplies, etc., are also brought from the United States.

Consul Martin, of Ciudad Porfirio Diaz, reports that the sombrero is being discarded for the American hat, and our shoes are also popular. Groceries come from the United States, and we are beginning to compete with the imports of woolen fabrics and carpets, formerly sent exclusively from Europe.

Consul Thompson, of Progreso, says that in spite of the fall in the price of silver, which has hampered trade and prevented purchases which would otherwise have been made, the value of machinery and ironware brought from the United States into that section last year was \$900,000.

Mexico is making efforts to extend her export trade, as the following newspaper clipping, sent by Consul Canada, of Vera Cruz, shows:

The Mexican Commercial Commission is about to depart on its long journey through the Republics of South and Central America. The samples which the commissioners will take with them include:

Sacks, binding twine, cordage, matting, etc., made from henequen fiber; silk, cotton, and linen rebozos; silk hand-made rebozos; hosiery and underwear of cotton flannel; sewing thread put up to resemble the product of the Scotch mills; colored cotton braid for shoe tags and similar purposes; mantas, bleached and unbleached; drills, damasks (alemaniscos) for tablecloths, etc.; percales and prints in every style, dress goods, with silk finish; men's suitings, almost undistinguishable from woolen goods; muslins, checks, twills, bombazines, organdies, vichy cloth, cotton flannel; also cotton handkerchiefs, towels, yarns, etc. There are further sent crackers and Italian pastes; cigars and cigarettes; an exquisite variety of drawn work; shoes; charro hats; steel rails; whisky and other spirits; all kinds of soap and perfumes, and beer from the brewery at Orizaba.

The commissioners undertake their journey in a strictly official capacity. They will carry with them the Government's credentials and the Government is paying the bulk of the expenses, though the manufacturers concerned are also contributing a small share.

The first South American country visited will be Brazil, which will be reached in October, one of the healthier months of the year. After the commissioners have left Brazil, they will visit Uruguay, Argentina, Chile, Bolivia, Peru, Ecuador, Colombia, Venezuela, Costa Rica, Nicaragua, Honduras, Salvador, and Guatemala.

They will be absent from eight to ten months. Speaking of the matter yesterday, one of them said:

"Our mission, in a broad sense, is to study the markets of South and Central America, or, more specifically, to seek an outlet for the surplus production of Mexico, particularly her cotton goods, in those markets.

"One of the essential features to be discussed will be means of communication. We know that, at the same price, some of these cotton goods are equal to any manufactured in England, Germany, United States, or France. Therefore the question of selling them in the markets of South or Central America, in competition with the goods received from the countries which I have mentioned, resolves itself largely into a problem of carrying facilities. This being so, one of our duties will be not only to investigate the possibility of utilizing existing navigation routes, but to take up with the several governments the project of establishing new, direct, and mutually subsidized steamship lines between Mexican and other Latin-American ports.

"In this connection, of course, it is important to ascertain the prospect for return cargoes, or, in other words, to determine not only what articles Mexico can sell to the other Latin-American countries, but also what articles those countries can sell to Mexico."

## CENTRAL AMERICA.

### BRITISH HONDURAS.

Consul Avery, of Belize, gives the imports in the year 1901 as \$1,227,200 and the exports as \$1,387,600. The United States sent more than half the value of the imports, or \$731,100 worth, and Great Britain \$373,500. Of the exports, \$595,300 went to the United States and \$635,900 to Great Britain. The value of the principal imports was:

Cotton goods.....	\$171, 300	Flour.....	\$66, 550
Hardware and cutlery.....	41, 743	Beef and pork.....	72, 300
Provisions.....	138, 900	Mineral oils.....	20, 160

The United States sent the majority of the above items, except cotton goods, in which the United Kingdom competed to the extent of \$90,000, while our country sent only \$81,000 worth.

The consul notes that there has been a general depression in trade on account of the low prices of mahogany and logwood, the great staples of the country, and the increasing expense of getting these woods from the interior. A United States company has recently interested itself in this traffic, however, with the result that shipments of mahogany rose from an average of \$500 per year to \$27,000—all to our country.

A telegraph line, says Mr. Avery, is being constructed from Belize to the Rio Hondo, a distance of 100 miles, with offices at Belize, Corozal, Orange Walk, and the Hondo River. At the last-mentioned place, business will be transferred to the overland line through Mexico, and communication with the outside world will be complete.

### COSTA RICA.

The Revue du Commerce Extérieur, of Paris, says that the foreign commerce of Costa Rica in 1901 amounted to \$12,018,866, or \$6,111,922 for the importations and \$5,906,944 for the exportations. The import trade was almost entirely through the ports of Limon and Punta Arenas, one situated on the Atlantic and the other on the Pacific coast. The principal countries sharing this trade were:

United States.....	\$2, 156, 880
England.....	1, 268, 251
Germany.....	635, 548
France.....	275, 755
Other countries.....	1, 775, 488

As to the export trade, Consul Caldwell, of San Jose, says that coffee represents over one-half of the value, and bananas about \$1,500,000. Cedar, mahogany, dyewoods, rubber, and hides are also shipped. Not over 20 per cent of the coffee goes to the United States, the rest being sent to Europe. Of the rubber exported, two-thirds is

sent to the United States, and a still larger proportion of the hides. The bananas are shipped to New Orleans. The prevailing low price of coffee has caused general depression. The banana trade, on the other hand, is in a flourishing condition.

The classes of goods imported from the United States comprise flour, machinery and hardware, meats, canned goods, cotton prints, oil, drugs, paints, dynamite, and shoes. Italy is beginning to compete in cheap cotton goods, as well as in hats and umbrellas.

The declared exports to the United States in 1901 (fiscal year) were valued at \$483,700.

#### GUATEMALA.

The following is taken from a British foreign office report:

The general condition of Guatemala has improved in the last few years, and especially in 1901. No detailed information has been published regarding the import trade. The exports were valued at \$7,318,715, compared with \$7,195,831 in the preceding year. The following table shows the quantities and values of the principal exports in 1901:

Articles.	Quantity.	Value.
Coffee .....	cwt.. 673,344	\$6,581,596
Sugar .....	do.. 55,200	180,538
Bananas .....	bunches.. 262,691	127,838
Hides .....	cwt.. 7,018	91,807
India rubber .....	do.. 4,420	240,940
Timber .....	feet.. 2,155,696	40,212
Other articles .....		55,794
Total .....		7,318,715

#### Consul-General McNally reports:

The present financial condition of Guatemala, due in part to the awful consequences of the recent earthquakes, and also to the low prices for coffee—the principal export—has caused widespread commercial depression. Coffee planters, as well as those producing other articles for export or home consumption, complain of the scarcity of labor. When the coffee berry ripens, it must be picked and prepared within a certain time. At this critical period, planters go out into the highways and byways in search of labor, but with little success. It is not known whether the amount of wage is the fault or whether the system drives labor from the country; but it is undeniable that *mozos*, who compose the bulk of the working classes in this Republic, are abandoning their homes and going into the adjoining countries of Mexico and Salvador, where wages are paid in silver.

The recent settlement of the English, German, French, and Belgian claims has been a serious drain on the national exchequer, necessitating an extra duty of 30 per cent (payable in gold), which has placed the price of imported articles beyond the reach of the many, and thus caused a general stagnation in business. The importers have lessened their orders and have resolved, for the present at least, to curtail their stocks.

Our shoes and haberdashery, says Mr. McNally, are popular; but local business houses state that the conditions imposed by United States firms will not permit them to handle American goods exclusively, although they freely acknowledge their superiority. A general complaint is that American houses will not send representatives to show their goods.

The catalogue or circular system of advertising does not appeal to the dealers of Guatemala, unless the goods be already known.

While all concede the superior quality of American machinery, the

universal complaint is that it is too delicately and intricately constructed, and necessitates the importation of a machinist to operate it. It is said that the smaller appurtenances, together with rivets and bolts, come singly, and that the inefficient American packing usually causes a breakage of these parts, which must be supplied before the machine can be operated, necessitating a delay of months. On the other hand, the people say that European machinery is so simply constructed that almost anyone can operate it after it has been put together; that the smaller parts come in duplicate, and if one is lost or broken, no delay in sending for another is necessary.

United States flour is universally used, being imported from San Francisco by the Pacific Mail steamers.

#### HONDURAS.

According to *Le Nouveau Monde*, of Paris, the imports into the Republic in 1901 were valued at \$1,721,600. The United States sent \$1,153,400 of the imports, Germany some \$200,000, and Great Britain \$195,000 worth. The exports were valued at \$2,553,600 in 1901, against \$2,451,400 in the previous year, and about 70 per cent went to the United States. The chief articles of export are bananas, \$800,000; cattle, \$230,000; coffee, \$113,000; wood, \$113,000; and precious metals, \$941,000.

Consul Alger, Puerto Cortez, says that American capital is invested in the cultivation of bananas, the manufacture of ice, sawmills, the export of mahogany, the working of mines, the building of roads, etc. The percentage of imports from the United States is increasing.

Some years ago, a concession was granted to a number of American capitalists to build an interoceanic railway in Honduras. On account of failure to comply with the terms of the contract, the concession has lapsed. The matter has been appealed to the Congress of the country, and will be decided this winter.

The consul gives the following description of the resources of the country:

*Minerals.*—The principal wealth of Honduras lies undoubtedly in its mineral deposits. There are but few sections that do not show veins of silver, and many that carry gold as well.

The Rosario mine, which is in its twenty-fifth year of continuous working, shows, it is claimed, a profit of some \$7,000,000.

There are hundreds of mines lying idle the products of which have assayed from 100 to 300 ounces of silver to the ton and contained on an average 10 per cent of gold.

*Woods.*—From the sea level to an altitude of 1,000 feet, Honduras is a vast forest of mahogany, cedars, and other cabinet woods, in which sarsaparilla and other medicinal plants abound. As soon as one reaches an elevation of 1,800 feet, boundless forests of pine and similar woods are seen, so dense that one can travel for days without seeing more than 100 yards in any direction.

*Fiber plants, rubber, etc.*—Fiber plants are found in great quantities. Rubber, bananas, coffee, tobacco, and other valuable agricultural products can be safely, conveniently, and profitably raised.

Grazing lands are cheap and easily acquired, and are remarkably well adapted to the purpose, being crossed in all directions by streams of pure, clear water.

*Laws.*—Property is inviolable and only Congress may impose taxes. The civil law recognizes no distinction between natives and foreigners. The foreigner may buy, sell, locate, undertake any industry or profession, own all classes of property, enter or depart from the country with his property, frequent the ports, and navigate the rivers. He is exempt from military service. All that is asked of him is that he respect the authorities and obey the laws.

## NICARAGUA.

According to the *Revue du Commerce Extérieur*, of Paris, the commercial movement of Nicaragua in 1901 was divided as follows: Importations, \$1,024,607; exportations, \$3,423,414.

The import trade, by countries, was:

Country.	Value.	Country.	Value.
United States .....	\$606,049	Central America .....	\$6,904
Great Britain .....	210,549	Free ports (San Juan del Norte) .....	16,518
France .....	90,126	Other American countries .....	4,329
Germany .....	71,670	Countries of Asia .....	41
Italy .....	7,049		
Other countries of Europe .....	11,367	Total .....	1,024,607

From this statement, it appears that 59 per cent of the importations came from the United States, 21 per cent from Great Britain, 9 per cent from France, and 7 per cent from Germany.

The exportations in 1901 were distributed to the following countries:

Country.	Value.	Country.	Value.
United States .....	\$2,052,132	Central America .....	\$156,679
Germany .....	498,460	Other American ports .....	42,700
Great Britain .....	312,718	Free ports (San Juan del Norte) .....	14,521
France .....	268,079		
Italy .....	81,005	Total .....	3,423,414
Other European countries .....	3,120		

Consul Donaldson, of Managua, notes that the country is suffering from serious business depression. The sale of the national railroads or the building of the interoceanic canal would put the republic on a solid financial basis. Nicaragua is rich in natural resources, and needs only enterprise and capital. She has fine timber, valuable mining districts, and a relatively small foreign debt.

## SALVADOR.

According to a statement from Consul-General Jenkins, the imports of the country in the first half of 1902 reached \$1,301,979. The exports in 1901 were \$4,528,100. The export figures show a gain, compared with those for 1900, of 23 per cent, principally in sugar, indigo, and rubber. In the import trade, the United States has gained 41 per cent, the figures being \$484,800, while other countries seem to have lost. England sent about \$379,800 of the import total above given, France \$177,400, and Germany \$191,300. Our country and France have most of the export trade, \$1,236,600 being sent to France and \$1,073,200 to the United States, while England received \$979,400 and Germany \$503,200. Coffee is the chief export to France, and it is also an article of importance in the export trade to the United States. England still leads us in the import of cotton goods to Salvador, although we sent in the first six months of 1902, \$138,000 worth.

## WEST INDIES.

### BRITISH WEST INDIES.

*Bahamas.*—Consul McLain, of Nassau, gives the imports in the fifteen months ended March 31, 1902,<sup>a</sup> as \$1,986,300, of which goods from the United States represented \$1,495,700. These were mostly made up of corn meal and hominy, \$57,000; cotton, linen, woolen, and silk goods, \$137,000; earthenware, glassware, etc., \$226,000; fresh meat, \$43,000; flour, \$200,000; lumber, \$27,000; salt meat, \$90,000; machinery, \$62,000; tinware and hardware, \$50,000, etc.

The exports were valued at \$1,081,200, and those to the United States at \$759,000. Pineapples, hemp (sisal), and sponges were chiefly sent to our country.

*Barbados.*—The imports in 1901, says Consul MacAllister, amounted to \$4,904,000, against \$5,017,200 in the previous year. The exports were valued at \$4,560,800 and \$4,411,300, respectively. Imports from the United States in 1901 amounted to \$1,800,400, and exports to our country to \$2,663,200. Imports from the United States were \$85,000 greater than in 1900, and exports to our country exceeded those of 1900 by \$257,500. Special efforts are being made, says the consul, to increase the trade between Canada and the West Indies, and much of the local sugar export is sent to British North America. The low price of sugar has caused general business depression throughout the islands.

*Bermuda.*<sup>b</sup>—The value of the imports in 1901, says Consul Green, of Hamilton, was \$3,677,600, and of the exports, \$538,200. From the United States, goods to the value of \$1,419,400 were imported, and from England, products amounting to about \$660,000. Exports to the United States were valued at \$500,600, and to England at about \$16,000. The excess of imports in 1901, says the consul, was largely accounted for by the presence of nearly 5,000 prisoners of war and by the addition of 2,000 soldiers to the regular strength of the Bermuda garrison. The large number of men employed on the public works at the Ireland Island naval station has also increased the demand for foreign goods. The Government contemplates building a railway to connect the two extremes of the island—Ireland Island and St. George—a distance of 26 miles.

Bulbs, onions, and potatoes are the principal articles of export to the United States, and provisions of various sorts and cotton and woolen manufactures figure largely in our exports to Bermuda.

*Jamaica.*—Consul Bridgman, of Kingston, says that there has been a marked improvement in the condition of the island during the last year. Not only have the exportations increased in quantity and value, but the economic position of the producing classes in most parts of the

<sup>a</sup>Mr. McLain notes that the revenue authorities have changed the period of their fiscal year, making it terminate hereafter on the 31st of March, instead of the 31st of December, and for convenience, they have added the first quarter of 1902 to 1901 in giving the returns for last year.

<sup>b</sup>Classed with the British West Indies for trade reasons.

island has become more substantial. The most conspicuous feature in the improved situation is the great advance in exports of fruit to the United States. Besides the regular steamship services, a new line has been started from Providence, R. I., to Kingston, bringing food stuffs and carrying back fruit, which bids fair to become another permanent connection in the trade between the two countries. The imports in the fiscal year 1901-2 amounted to nearly \$8,200,000 and the exports to \$9,000,000. Over 65 per cent of the exports go to the United States, and 85 per cent of the imports of provisions, etc., come from our country.

*Leeward Islands.*—Vice-Consul Galbraith gives the imports into Antigua in 1901 as \$583,700, of which \$248,800 came from England and \$243,400 from the United States. The exports are officially given as \$521,000. The colony is suffering severely from the crisis in the sugar industry.

Commercial Agent Haven reports the value of imports into St. Christopher-Nevis in 1901 as \$730,600, to which the United States contributed \$280,800 and England \$321,400. Exports amounted to \$617,500, and of this, \$433,100 worth went to the United States and \$11,500 to England. Food stuffs are imported from the United States. Canadian flour has been tried, but has not given satisfaction, according to the statements of business men. Sugar has been manufactured and exported at a loss to the producers, and the industry is in such a crucial situation that it is believed that only governmental aid and the establishment of central factories will place it upon a sound basis again.

*Trinidad.*—Consul Smith gives the total trade in 1901-2 as \$21,970,000. The chief imports from the United States are flour, oatmeal, oleomargarine, lard, preserved meats, timber, hardware, and soap. The sugar industry is the principal one in Trinidad, and the following extract from a recent official statement shows its condition:

The net loss per ton of sugar sustained by planters in the colony during the last crop was £2 14s. (\$12.65), on the basis of sugar at 13s. 9d. (\$3.35). There were 60,000 tons of sugar exported, which meant a loss of £160,000 (\$778,640). The secretary of state had intimated his intention to assist them by putting at the disposal of the government a sum estimated at £41,000 (\$199,527), to be applied in such a manner as the government might think expedient. It was proposed to appropriate that sum in two ways—in the main, to refund to the planters the amount which could be calculated to have been paid by way of immigration tax during the last two years. It was at first proposed to give assistance by installments of 1s. (24.3 cents) per acre per month. That proposition had been withdrawn and another substituted, under which perceptible amounts could be advanced. The extent to which any employment of the funds of the colony would be at present sanctioned was £50,000 (\$243,325). Any advance made out of this sum should be by way of loan, and should be a first charge on all estates to which the advances were made. A further condition was that the credit of the colony should not be used to provide funds for the planters, except it were proven to the satisfaction of the government that such planters were unable to obtain the necessary funds for the cultivation of their crops from any other source whatever. Therefore, the conditions as to loans would apply to a comparatively small proportion of the estates of the colony, many of the owners of estates being in a position to carry on the industry, if they felt sufficient confidence in its future.

Asphalt deposits are found in many parts of the island, but the principal one is at La Brea, where the supply is apparently inexhaustible. The lake is 110 acres in extent, of unknown depth, and is situated 130 feet above sea level. The removal of 1,720,000 tons during the past thirty-four years, according to an official statement, has apparently made no impression on the lake. Liquid asphalt is found in other sections, from which illuminating and lubricating oils can be distilled.

## CUBA.

The total imports in the year 1901, according to the returns of the Division of Insular Affairs, War Department, amounted to \$66,584,000, against \$66,658,600 in 1900. Articles of food and animals represented 49 per cent of the imports and manufactured articles 39 per cent. In the export trade, amounting to a total of \$63,278,400, the products of agriculture represented 74 per cent and manufactures 21 per cent. Imports from the United States amounted to \$28,078,600; from the United Kingdom, \$9,562,600; from Germany, \$3,495,900; from France, \$2,944,300; from Spain, \$9,498,700. Exports were distributed to the same countries in the following proportions: United States, \$48,066,600; United Kingdom, \$5,941,300; Germany, \$4,240,200; France, \$1,348,600; Spain, \$711,400.

Under date of October 31, 1902, Minister Squiers, of Habana, transmits the official report of the foreign commerce of Cuba for the six months ended June, 1902. Mr. Squiers notes that the sugar trade for these six months, as compared with a like period of 1901, shows a falling off of 143,000 tons, but there is an increase of 318,000 tons held in storage, probably for better prices. From the statement, it will be seen that the United States had 44 per cent of the import trade and 74 per cent of the export trade; that practically all Cuba's sugar and fruits found a market in our country, while of the tobacco exported, over 50 per cent went to the United States. In the import trade, the United States almost entirely supplied the wheat flour, corn, crude oil, coal, and meats, with the exception of jerked beef. Spain and Canada sent large quantities of potatoes, onions, hams, and butter, says Mr. Squiers, which should come from the United States, or be supplied by the home market. In live stock, the trade of the United States ought to be largely increased. The tariff provisions are favorable, and cattlemen prefer American stock. The iron and steel trade with the United States is not what it might be, and there seem to be great opportunities in lumber and soaps.

The following table shows the total exports and imports, by semesters (six months), for the years 1899, 1900, 1901, and 1902:

Year.	Imports.	Exports.	Increase in imports.	Increase in exports.
<b>1899.</b>				
First six months .....	a \$35,911,800	a \$31,600,600	a \$4,311,200	
Second six months .....	89,391,700	19,332,100	20,069,600	
Total .....	75,303,500	50,932,700	24,370,800	
<b>1900.</b>				
First six months .....	37,478,200	30,066,600	7,411,600	
Second six months .....	82,601,100	21,385,800	11,215,300	
Total .....	70,079,300	51,452,400	18,626,900	
<b>1901.</b>				
First six months .....	33,663,800	42,942,500		a \$9,278,700
Second six months .....	34,089,300	23,559,600	10,529,700	
Total .....	67,753,100	66,502,100	1,251,000	
<b>1902.</b>				
First six months .....	81,977,100	30,687,000	1,290,100	
Grand total .....	245,113,000	199,574,200	45,588,800	

a The values are given in United States currency.



The first six months of 1902, compared with the same period of 1901, show a decrease in imports of 5 per cent and in exports of 28 per cent. Compared with the same period of 1900, a decrease is shown in imports of 15 per cent and an increase in exports of 2 per cent.

The commerce with the United States, compared with that of other countries for the first six months of 1899, 1900, 1901, and 1902, was as follows:

## IMPORTS.

Country.	1899.		1900.		1901.		1902.	
	Value.	Per cent.	Value.	Per cent.	Value.	Per cent.	Value.	Per cent.
United States .....	\$19,929,900	56	\$17,508,200	47	\$18,867,300	41	\$14,085,500	44
Germany .....	707,600	2	1,313,200	3	1,733,500	5	1,694,600	5
Spain .....	5,173,300	14	5,437,400	14	5,564,100	17	5,014,100	16
France .....	1,308,800	4	1,776,800	5	1,432,000	4	1,542,500	5
England .....	3,816,000	11	5,939,200	16	4,756,800	14	4,777,800	15

## EXPORTS.

United States .....	\$22,900,000	73	\$22,804,800	85	\$35,163,700	82	\$22,787,000	74
Germany .....	836,900	3	941,900	3	2,118,600	5	1,817,600	6
Spain .....	2,719,200	8	575,800	2	142,100	.....	753,000	2
France .....	896,300	3	2,111,200	7	974,700	2	949,700	3
England .....	2,994,500	9	2,466,400	8	2,919,400	7	2,971,700	10

The following statement, showing the quantity of sugar exported and on hand September 30, 1902, as compared with the same date in 1901, has been received from Mr. Squiers:

Port.	Exported.		On hand.	
	1901.	1902.	1901.	1902.
	<i>Bags. a</i>	<i>Bags. a</i>	<i>Bags. a</i>	<i>Bags. a</i>
Habana .....	327,796	494,776	289,717	418,119
Matanzas .....	608,867	825,676	90,209	118,399
Cardenas .....	706,584	880,967	101,772	204,803
Cienfuegos .....	805,229	862,681	26,913	42,219
Sagua .....	279,177	397,483	13,436	36,046
Calbarien .....	271,619	291,015	35,400	75,055
Guantanamo .....	250,200	300,435	.....	3,276
Cuba .....	89,433	67,769	6,032	9,103
Manzanillo .....	127,496	145,530	.....	.....
Nuevitas .....	67,030	139,450	.....	.....
Gibara .....	103,300	344,661	.....	6,283
Zaza .....	8,146	22,500	8,500	7,058
Trinidad .....	42,883	66,664	.....	.....
Total .....	3,361,940	4,841,597	571,379	920,811

a Bags of 320 pounds.

Description.	1901.	1902.
	<i>Tons.</i>	<i>Tons.</i>
Exported .....	518,848	691,657
On hand .....	81,626	131,544
Total .....	600,474	823,201
Domestic consumption .....	29,160	31,750
Total .....	629,634	854,951
Old crop on hand Jan. 1 .....	523	19,373
Received at ports up to Sept. 30 .....	629,111	835,078

In the last message of President Palma to the Cuban Congress, he calls attention to a decrease of \$7,157,855.21 in the disbursements during the last fiscal year, without making any reduction in services of sanitation. Educational matters, he says, are well supported, the number of schools being 3,474, with an attendance of 163,348. An agricultural station is to be organized, at a cost of \$75,000.

The budget, it is stated, is the smallest presented since the middle of the century, and when certain expenses are transferred from the general administration to the provincial or municipal, there may be a still further reduction of 25 per cent.

#### GERMAN TRADE WITH CUBA.

The following translation from the Berlin South American Outlook has been received from Consular Clerk Murphy:

The transfer of the Pearl of the Antilles from Spanish ownership to the control of the American Union has not, during the past year, exerted any injurious effect upon European trade with the island. On the contrary, the Cuban demand for German wares is, judging from the figures for 1901, considerably increasing.

In the years 1895 to 1897, the annual exportation to Cuba from Hamburg amounted to between \$476,000 and \$714,000; in 1898 it was \$404,600; in 1899, \$1,404,000; in 1900, \$2,094,400, and in 1901, \$2,427,600.

The needs of the Cuban market are exceedingly varied, Hamburg export statistics showing that 124 different kinds of merchandise were shipped from that port to Cuba last year. The importation into Cuba from Hamburg of rice alone increased in the past year from \$261,800 to \$1,071,000. Shipments of other articles increased as follows: Malt, from \$14,280 to \$39,746; cotton wares, from \$35,938 to \$62,356; hosiery, from \$61,880 to \$118,048, and paper, from \$48,076 to \$92,106.

In 1901 there was a slight decrease in shipments of ironwares, passementerie, and toys, but the amounts exceeded those for 1899.

The condition of Cuba's export trade with Germany is also favorable, although the results in 1901 fell somewhat short of those for the preceding year. In 1895, Germany imported from Cuba merchandise valued at \$3,808,000; in 1898, \$1,594,600; in 1899, \$2,927,400; in 1900, \$3,141,600; and in 1901, \$3,020,200. The principal articles taken by Germany in 1901 were cigars valued at \$1,666,000 and raw tobacco valued at \$714,000, a decrease of \$190,400 in cigars and an increase of \$95,200 in raw tobacco. Other articles furnished by Cuba to Germany in 1901 were wood valued at \$238,000, wax valued at \$205,870, and cattle skins valued at \$71,400.

#### COMPLETION OF CUBA CENTRAL RAILROAD.

Consul Holaday, of Santiago de Cuba, under date of December 15, 1902, says:

I have to report the completion of the railroad which has been under construction by the Cuba company, extending from San Luis, in the province of Santiago de Cuba, to Santa Clara, in the province of Santa Clara, thus establishing direct railroad communication—by connection with other lines—between this city and Habana. The first train carrying mail and passengers was greeted with enthusiasm by the people along the line of the road. Trains leave this city for Habana every Monday, Wednesday, and Friday, and arrive in this city from Habana every Tuesday, Thursday, and Saturday.

#### DANISH WEST INDIES.

Consul Van Horne, of St. Thomas, reports that the question of annexation to the United States is not only the prevailing topic of conversation, but has affected business on account of the uncertainty prevailing. The United States retains the bulk of the trade in the islands. Last year our proportion was much increased, and this year it is still

greater. Not only is our country more convenient of access, but dealers say that American goods are preferred on account of quality.

The total imports into St. Thomas in the fiscal year 1901-2 amounted to \$726,300, of which the United States sent \$359,500; England, \$151,000; Germany, \$57,000; Denmark, \$22,000, etc. Imports into St. Croix were valued at \$375,300, of which \$238,500 worth came from the United States. Exports from St. Croix amounted to \$182,300, consisting almost wholly of sugar, rum, and molasses.

Mr. Van Horne says:

The soil of St. Thomas is most productive, and though the south and east sides of the island suffer from drought, a shower or two will change the brown hills into beautiful green. Plants grow abundantly, and with intelligent methods of cultivation instead of the primitive practices now in vogue, the resources of the island could be made valuable. Reservoirs could be erected at comparatively small expense. Natural water sheds exist everywhere, and these are the cause of the excellent sanitary conditions in the city of St. Thomas, as the water sweeps from the hills through the gutters, cleansing the streets.

Imports into the United States from the Danish West Indies in 1901 are given in Treasury returns as \$699,400.

#### DUTCH WEST INDIES.

Consul Cheney, of Curaçao, says that there has been deplorable business depression in the islands for the last two years on account of the revolution in Venezuela, on which country the Dutch West Indies are dependent, so far as trade conditions are concerned. The United States maintains its proportion of the import trade; it is still more than half. There are some classes of goods, however, in which the force of habit and long usage give the European seller an advantage. The total imports in 1901 amounted to \$870,500, the largest items being meal (wheat, rye, and corn), dry goods, and coal. There is no statement as to the value of the exports. Imports from the Dutch West Indies into the United States, according to our Treasury returns, amounted to \$227,900, and exports from our country to the islands were \$620,800.

#### FRENCH WEST INDIES.

*Guadeloupe.*—Le Journal Officiel de la Guadeloupe gives the following figures of the importations and exportations in 1901. The total import trade was figured at \$3,974,414, divided as follows:

Animal products .....	\$825, 472
Vegetable products.....	1, 456, 322
Minerals: Building materials and metals.....	266, 693
Manufactures: Tissues, chemical products, etc .....	\$1, 625, 927
Total .....	3, 974, 414

The export trade, including reexports, was valued at \$3,372,959. The reexports were stated at \$164,242.

United States imports from the French West Indies in 1901 were valued at \$9,600 and exports thereto at \$2,766,000.

Imports into France from Guadeloupe in 1900 amounted to \$2,140,400; exports from France to the colony, \$2,321,800.

*Martinique.*—La Quinzaine Coloniale of Paris, quoted the following

statistics of the trade of Martinique in 1901, taken from an official report:

Description.	1901.	1900.	Difference in 1901.
Imports.....	\$5,205,872	\$4,811,364	+ \$394,508
Exports.....	4,635,213	5,242,062	- 606,849

The share of the United States in the import trade was \$1,615,796, composed of flour, salt meat, lard, dried vegetables, coal, ice, petroleum, cotton-seed oil, and building wood. France sent Martinique goods to the value of \$3,246,000 in 1900 and took products amounting to \$4,301,600.

#### HAITI.

The value of the imports in 1901 was \$5,310,000 and of the exports \$12,300,000. United States Treasury figures show that we sent goods to Haiti in 1901 to the value of \$1,965,000. The declared exports to our country in the fiscal year 1901 amounted to nearly \$700,000.

Food products—as flour, salt meat, salt fish, smoked herring, cooking butter, lard, and bacon—are imported almost exclusively from the United States. Ironware and agricultural machinery, as well as furniture, wagons, saddles, harness, and accessories, are also imported chiefly from our country. Germany supplies lucifer matches, and shares with France the imports of wine, liquors, and beer. Only the cheapest qualities are imported. The demand for soap is increasing. The imports from the Dominican Republic are confined to sheep, cattle, and horses. Cattle are also sent for reexport, chiefly to Cuba.

Minister Powell reports from Port au Prince that an Englishman is negotiating with the Government to build a railroad from Manzanilla, a city in the extreme northwest, near the boundary of the two Republics, to Azua, a city in the southwest. This road will cross the Republic from north to south and will open a vast mineral region, supposed to be very rich in gold, silver, and copper. The syndicate, adds Mr. Powell, also contemplates constructing a railroad from Moeha to La Vega, the object being to connect it with another road running from La Vega to the coast, owned and controlled by an English company.

#### PORTO RICO.

The following extracts are from the annual report for 1902 by Governor Hunt:

#### COMMERCE.

The value of exports and imports shows material increase during the fiscal year just closed. Porto Rico imported from the United States from July 1, 1901, to July 1, 1902, merchandise of the value of \$10,719,444, made up principally as follows:

Cotton manufactures.....	\$2,060,826	Vegetables.....	\$231,450
Breadstuffs.....	1,090,079	Mineral oils.....	144,512
Iron and steel manufactures.....	1,171,136	Paper, manufactures of....	110,222
Provisions.....	1,336,646	Cars, carriages, etc.....	132,002
Rice.....	1,803,065	Chemicals, drugs, dyes, and	
Wood manufactures.....	560,081	medicines.....	135,896
Fish.....	300,703	Malt liquors.....	118,450
Leather, manufactures of....	234,331	Tobacco, and manufactures of..	98,191

From foreign countries, the total value of importations was \$2,429,004, principally as follows:

Bags for sugar and coffee.....	\$83,993	Soap .....	\$133,962
Codfish .....	424,953	Garlic .....	35,134
Machinery .....	69,504	Onions .....	37,685
Olive oil .....	70,395	Potatoes .....	49,069
Meat, prepared.....	158,046	Still wine .....	50,489
Rice .....	90,812	Sawed lumber.....	44,916

The exports from the island to the United States were valued at \$8,297,420, made up principally as follows:

Sugar.....	\$5,890,087	Oranges .....	\$51,364
Coffee .....	29,188	Straw hats .....	204,555
Tobacco .....	112,289	Molasses.....	322,636
Cigars and cigarettes.....	1,570,938	Hides and skins .....	67,888

Exports to foreign countries were valued at \$4,592,505, consisting of the following principal items:

Coffee .....	\$3,168,662	Cattle (including horses, mules, and sheep).....	\$418,268
Tobacco (less \$22,387) .....	81,242	Hides and skins .....	13,656
Molasses.....	256,461		

#### PUBLIC LANDS.

There are about 100,000 acres of public lands in Porto Rico, which passed, for the most part, to the United States under the terms of the treaty of Paris. Some of these are valuable for agricultural and timber purposes, while others are close to cities and towns and will be available for the extension of the growth of the larger cities.

#### AGRICULTURE.

This island is peculiarly an agricultural country, 63 per cent of the population being engaged in that industry. It is, as far as present information extends, with the exception of Barbados, the most densely populated of farming countries; still there is a large percentage of land which is either lying waste or covered with timber, and used only for its timber products. The area of Porto Rico is approximately 3,668 square miles, which is equivalent to 2,347,520 acres, with a population approaching very closely to a million. Only about 20 per cent of the area is cultivated, 51 per cent being devoted to pasture, 7 per cent waste land, and 22 per cent consumed in roads, streams, towns, and forests. Of the cultivated lands 61,556 acres are in cane, 122,358 acres in coffee, 4,222 acres in tobacco, 93,508 acres in beans, rice, and corn, and 17,176 acres in fruits. Much of the pastureland has heretofore been cultivated, and is rapidly being planted again in sugar, coffee, tobacco, and fruits. From the earliest times since the discovery, the people of this island have been devoted to the tilling of the soil. The principal crops raised in the island at present are sugar, coffee, tobacco, and fruits, the three first named composing the great bulk of exports. Since the hurricane in 1899, coffee cultivation has suffered serious reverses. During the four years 1898, 1899, 1900, and 1901, these crops produced the following results:

Year.	Sugar.	Coffee.	Tobacco.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1898.....	56,000	27,930	3,000
1899.....	56,980	6,720	3,370
1900.....	61,500	9,170	3,000
1901.....	95,850	14,500	4,000

This gives us an average per annum as follows:

Article.	Tons.	Value.
Sugar .....	67,582	\$4,520,740
Coffee .....	14,580	2,916,000
Tobacco.....	3,842	867,620

Some of these figures, especially for tobacco, are only approximate estimates.

*Sugar.*—Under present conditions, it looks as if sugar raising were to regain its place as the principal industry. Of course, when we speak of sugar in connection with Porto Rico reference is had exclusively to the cane product, there being no beet sugar raised on the island. Lands which have long lain fallow are now being planted in cane. It is probable that most of the level land lying near the coasts and along the borders of the larger streams will ere long be devoted entirely to sugar, and that the pastures will be pressed back into the skirts of the mountains and encroach upon the areas of the hillsides, heretofore, and at present, devoted to the cultivation of coffee and tobacco.

New centrals have been erected and the areas of old ones enlarged. The Muscovado plan of manufacturing sugar has been, to a large extent, abandoned for the more advanced and scientific methods prevailing in the United States. The molasses developed by the centrifugal process is much less in quantity. Nearly all of what was formerly molasses now goes into the distillery and comes out in the shape of rum, which is a much better paying by-product of the sugar plantation than molasses.

Sugar, at the present prices commanded by the article and paid for labor, is a better paying crop than coffee, and sugar lands are rated as the most valuable in the island, not only from the situation and fertility of the lands themselves, but from the larger annual income derived from the product. The output of sugar is steadily increasing. That for the year 1901, amounting to 95,850 tons, shows an increase over the previous year of over 50 per cent, the area planted in the latter year being an increase of more than 10 per cent over that planted the year previous. The estimated output for the present year is 105,000 tons, being a nearer approach to the largest crop ever produced on the island, which was in the year 1879, and amounted to 170,324 tons.

The fact that old-fashioned mills can not grind the present crop makes imperative the substitution of new and modern machinery, and offers tempting opportunities for the establishment of large centrals at various points. Several such propositions are pending, and others are progressing in various stages of development, and the prospect for the early completion of a number of well-equipped factories in localities where the need is greatest is very encouraging. With ample facilities for manufacturing and transporting the product, it would be quite safe to predict for the very near future at least double the present output of sugar.

Heretofore, no attempt has been made at refining the sugar upon the island, on account of discriminating tariff duties imposed upon refined sugar, but with the removal of these, there is no reason why all sugar might not be exported from Porto Rico in its most perfect state.

For the successful raising of sugar, a large capital is necessarily required. It would not be a paying investment to install a central capable of producing less than 5,000 tons annually, and for this a capital of half a million dollars is needed. It is necessary to secure control of the crop to be produced on at least 1,000 acres to guarantee sufficient cane for the consumption of such a mill. The best cane produces, with the use of improved machinery, from 10 to 12 per cent of sugar. This gross product is generally divided equally between the mill owner and the farmer, giving to the small proprietor who brings his crude cane to the mill from 5 to 6 pounds of sugar for every quintal (100 pounds) of cane. This sugar is usually paid for by the owner of the central at from  $3\frac{1}{2}$  to 4 cents per pound, netting the small proprietor from  $17\frac{1}{2}$  to 24 cents per quintal for his raw cane. Presuming that he raises 20 tons to the acre, which is a medium crop, his gross profits would be from \$70 to \$96 per acre. This is a very conservative estimate. Out of this, of course, must come labor, transportation from the field to the mill, interest on the value of the land, the cost of seed cane, and incidentals.

*Coffee.*—The area of coffee lands planted just prior to the American occupation was about 180,000 acres, with an annual average yield of 26,380 tons of marketable coffee. The present area, including all groves that have been renovated to any degree of bearing condition since the hurricane of 1899, is estimated at 122,358 acres, of which the annual average yield should amount to 17,925 tons.

The work of clearing the plantations and repairing the injuries inflicted by the tempest progressed slowly at first because of the financial distress of the landowners, reducing the coffee crop for the year 1900 to 9,200 tons; but the planters have been greatly encouraged by the heavy yield on restored plantations during the last year, and it is thought that the crop last harvested amounted to two-thirds of the normal yield. Many groves which have been practically abandoned since the cyclone are now being renovated and completely restored, and even some entirely new groves are being planted, notwithstanding the present low price of the berry. The trees are full of well-formed healthy fruit, and promise an abundant yield this season.

A good grade of coffee land, well cultivated, produces at least 400 pounds of coffee

annually per acre, and generally more. Considering the minimum production of 400 pounds per acre, at \$10 each, that being a very low price for the Porto Rican coffee, we have a total of \$40 per acre. A hundred pounds of coffee can be laid down at the seaport for exportation at a total cost of production, plus interior transportation, of \$7. This sum may be multiplied by the 400 pounds which an acre produces, and makes a total expense of \$28 per acre, which, being deducted from the \$40 gross yield, leaves a minimum net gain of \$12 per acre. Four hundred pounds per acre is a low estimate, it being possible to produce from \$80 to \$100 gross revenue from each acre planted in coffee when in full bearing, giving a net profit of from \$48 to \$68 per acre.

It is the general opinion that a person going into the business of cultivating coffee, in order to make it lucrative, should own from 500 to 1,000 acres of suitable land. This, properly administered, will yield a good revenue and secure a permanent income. The tree bears in five years after planting, and is in full bearing at seven, and as a yearly producer can be relied on to last a lifetime. Very little machinery, and that of a most simple description, is required in preparing the berries for shipment and sale.

Few properties in the island are used solely for the cultivation of coffee. This crop is combined with others, such as tobacco, fruits, and vegetables. Shade is indispensable to the raising of coffee in Porto Rico, and other fruit-bearing trees can furnish the necessary protection. The opening up of the markets of the United States and the construction of roads in the interior of the island have given a great impetus to this as well as other agricultural industries. The coffee has not had the sale it deserves in the American market. Travelers who know its flavor commend its superiority, and in time it will command the best price.

*Tobacco.*—Perhaps there is no other Porto Rican crop which is increasing in area and production as rapidly as tobacco. One great advantage held by this product is that it is almost entirely manufactured in the island and exported in the shape of cigars and cigarettes, instead of in the raw material. The only complaint made of Porto Rican tobacco is that not more than one-fifth of the product is suitable for wrappers, and these are claimed to be of an inferior quality. While it may be admitted that it does not possess the decidedly rich flavor and aroma of the best Cuban Vuelta Abaja, these qualities could, under proper treatment, be brought out and great improvements made in the leaf produced. When properly handled from the seed to the factory, there is no doubt that wrappers can be produced here equal in every respect to those of Pinar del Rio or Guanajay. A wide opportunity for improvement in planting, cultivating, curing, and fermenting tobacco exists for our planters, and if they embrace it, the results will have a marked effect on the quality of the tobacco leaf, and secure for it a much higher place in all markets.

The area devoted to the production of this crop was considerably reduced in 1899 and 1900 because of the low price then prevailing, but in anticipation of the removal of the tariff laid on imports from this island into the United States, it was largely increased last year, the estimated crop being 4,000 tons. With free trade between the island and the continent, there came a heavy and increasing demand from the latter for Porto Rican cigars. Local manufacturers were overwhelmed with orders, and cigar makers of all classes found ready employment. Millions of cigars and cigarettes have been shipped to the States during the last twelve months, and inquiries show that the demand continues active and urgent. The price of the leaf has also greatly advanced, and naturally the area planted in tobacco has been largely augmented. The only limit seems to be the supply of seed available and the facilities for transportation. This year's crop will probably not fall far short of 100,000 quintals (10,000,000 pounds). At least, it will undoubtedly be the most valuable ever produced in the history of Porto Rico.

*Fruits.*—The industry of fruit growing has heretofore received very little attention from the farmers. With soil and climate in every way suitable, with hills and valleys lying with every desirable exposure to and protection from the sun and the wind, there is nothing to keep the island from becoming the model orchard of America. All tropical fruits flourish here in their wild or native condition; but under cultivation and attention, they would soon rival and eventually excel the most favored products. Oranges, grape fruit (*frutivas*), lemons, limes, pineapples, bananas, plantains, aguacates (alligator pears), guavas (from which the world-famous jelly is made), cocoanuts, grapes, anones, zapotes, mangoes, breadfruit, and many others, are among the almost endless varieties of fruit which burden the trees in every valley and on every hillside. Such of these as are not in perennial bearing ripen at least a month earlier in the season than the corresponding Florida crop, thus easily commanding the American market.

*Rubber.*—Frequent inquiry is made in the United States as to the adaptability of the soil of Porto Rico for the culture of the rubber tree. In the Lesser Antilles, par-

ticular attention has been given to this subject within the past few years, owing to the unprofitable investments in other crops. Experiments have shown that this plant, botanically known as *Castilleja elastica*, can be successfully grown in Jamaica, Trinidad, and other islands within or bordering on the Caribbean Sea, and it is thought by those whose opinions are entitled to great respect that it can be grown in Porto Rico.

The Para rubber, which is obtained from the forests and thrives only on very wet ground, is probably not suitable for cultivation in Porto Rico, but the Central American rubber, which attains perfection on higher lands, is thought to be quite adaptable to our soil. There have been one or two minor experiments in the planting of rubber trees in the island, all of which have shown satisfactory development.

*Stock raising.*—Considering the high price of land in Porto Rico, it is surprising that stock raising is practiced to such an extent as is found to be the case from observation and statistics. There are more than a million acres of pasture land devoted to or suitable for the feeding of stock in this island. Of these, more than 100,000 acres are in very fine grass, much of it of the malojillo variety, similar to the guinea grass of Cuba, very productive and highly nutritious.

This industry has never been pressed to its full capacity here. Stock usually bred on farms in the various States of the American Union, such as cattle, horses, mules, donkeys, hogs, goats, and poultry, are found in abundance throughout Porto Rico, and some of them, especially cattle, are exported. The latest exports of cattle reached annually about 2,300 head, and were made to the Windward Islands, where the prices obtained were from 8 to 10 cents per pound, gross, on the hoof. The demand in these islands far exceeds the supply available here.

*Maguay.*—The valuable fiber known as sisal hemp is the product of the maguay, or century plant, called botanically *Agave americana*. Large quantities of it are raised in Mexico and Central America, on land which is practically valueless for other purposes, stony land and lofty hilltops being most suitable for the cultivation of this plant.

It is found in a wild state, scattered along the roadsides and hedges in Porto Rico. The country people utilize it in many crude ways, for the making of hammocks, belts, saddle girths, whiplashes, ropes, and similar articles. The cultivation of it, however, is not a suitable business for small proprietors, unless their plantations should be in the neighborhood of a large factory, which would cost from \$35,000 to \$50,000, and require a thousand acres of surrounding land, planted with this crop, to maintain it. The cost of the cultivation and extraction of the fiber is said not to exceed \$50 or \$60 per ton. As cheap lands are available for the planting of it, and it is not necessary to replant from year to year, the cultivation here would not be expensive, the transportation to the factory being the largest item. The plant must attain the age of three years before a crop can be harvested. The finished product of sisal hemp commands in the markets of the United States about 6 or 7 cents per pound.

*Cultivation.*—Notwithstanding the fertility of the Porto Rican soil, or perhaps on account of it, the methods of cultivation in use here under the Spanish domination were the crudest and most primitive. The wooden plow with the iron point, drawn by oxen, turned but failed to pulverize the soil. Modern agricultural implements and improved farm machinery, since the advent of the Americans, have been slowly finding their way into the rural districts. Following the introduction of the sugar centrals and the cane tramways will come the sulky plow and the mowing machine. Improved methods must replace antiquated processes, and the farmer must eventually realize and reap the benefits of improved agricultural machinery. In this way, the cost of production will be diminished more than one-half and the crop increased in quantity and quality at least 50 per cent. The limited area of the island and the dense population render intense cultivation by the latest improved methods an absolute necessity.

*Cost of lands.*—According to the ideas of most Americans, lands are priced at high rates. The best sugar lands are valued at \$150 per acre; lands suitable for the cultivation of tobacco of good quality are worth from \$60 to \$75 per acre; fruit lands from \$40 to \$50 per acre; pasture lands from \$15 to \$20 per acre; and hill lands, suitable for the cultivation of coffee, from \$10 to \$15 per acre. Lands along the sandy seashores, which are only used for the cultivation of cocoanuts, can be purchased at from \$5 to \$10 per acre. One can scarcely buy an acre of land in Porto Rico of any description for less than \$5 per acre. Of course, these prices are only average estimates, and must be varied according to the situation of the land and its inherent virtues or defects. The small area of the island and the dense population necessarily increase the price demanded for land. Landed proprietors realize that the supply is limited, and fix the price at "all the traffic will bear."



## SANTO DOMINGO (DOMINICAN REPUBLIC).

Consul-General Maxwell says that the value of the exports in 1901 was \$5,190,000, or \$815,800 less than in 1900. This is due to the fall in price of sugar, tobacco, and cacao. According to the *Revue du Commerce Extérieur*, the total importation was \$3,233,178, distributed according to countries of origin as follows:

United States .....	\$1,994,315	Spain and other .....	\$17,820
Germany .....	718,633		
France .....	502,410	Total .....	3,233,178

Imports from the United States consist of machinery, tools, weapons, fats, salted meats, cheese, hardware, cereals, flour, coal, cotton tissues, drugs, medicines, shoes, felt hats.

Germany furnishes beverages of all kinds, oil, rice, cheese, matches, zinc, food preserves, kitchen utensils, glass, linen cloth, hosiery, and embroideries.

France sends liquors, cloths, straw hats, wines, hosiery, fancy goods, medicines, toys, and perfumeries.

Spain supplies onions, garlic, potatoes, dried meats, preserves, and horses.

The value of exports declared for the United States in the fiscal year 1901 was \$674,300.

# SOUTH AMERICA.

## ARGENTINE REPUBLIC.

According to figures transmitted by Minister Lord, of Buenos Ayres, the import trade in 1901 amounted to \$113,959,800, and the export traffic to \$167,716,100. The United States sent products to the value of \$15,533,600—\$2,000,000 more than in the preceding year—and took Argentine exports amounting to \$9,296,500, or about \$2,500,000 more than in 1900. The following shows the trade during the first six months of the calendar year 1902, as compared with the same period in 1901:

Description.	January-June, 1901.		January-June, 1902.	
	Imports.	Exports.	Imports.	Exports.
Dutiable .....	\$47,086,774	\$41,598,260	\$41,511,184	\$46,555,213
Free .....	9,583,001	56,178,504	9,732,046	58,648,568
Total .....	56,619,775	97,776,764	51,243,230	105,203,781

According to these figures, the decrease of imports for the first six months of 1902, compared with the same period of 1901, amounts to \$5,376,545, and the increase of exports to \$7,427,017, or a net increase in foreign trade of \$2,050,472 during this period.

The following table shows the countries which participated in the imports and exports during the two periods under comparison:

Country.	January-June.		Country.	January-June.	
	1901.	1902.		1901.	1902.
<b>IMPORTS.</b>			<b>EXPORTS.</b>		
Africa .....			Africa .....	\$1,417,865	\$3,722,808
Germany .....	\$3,707,668	\$6,662,159	Germany .....	14,108,983	14,681,834
West Indies .....	35,064	4,929	West Indies .....	264,725	303,310
Belgium .....	4,238,450	3,281,177	Belgium .....	8,867,651	9,082,333
Bolivia .....	54,698	62,145	Bolivia .....	447,409	454,700
Brazil .....	1,820,701	1,930,330	Brazil .....	4,080,947	3,900,184
Chile .....	60,336	86,427	Chile .....	347,041	320,563
Spain .....	1,858,023	1,538,832	Spain .....	1,034,906	785,735
United States .....	6,854,849	6,297,312	United States .....	8,864,485	5,671,041
France .....	5,276,479	4,528,086	France .....	16,511,941	17,297,765
Italy .....	7,734,312	6,886,522	Italy .....	2,459,970	2,252,231
Netherlands .....	83,911	291,129	Netherlands .....	1,319,812	2,274,317
Paraguay .....	872,966	766,902	Paraguay .....	132,906	117,148
United Kingdom .....	18,452,332	18,809,613	United Kingdom .....	15,473,482	19,041,487
Uruguay .....	338,668	426,131	Uruguay .....	2,111,313	1,418,172
Other countries .....	131,299	172,636	Other countries .....	4,511,667	4,727,870
To orders .....			To orders .....	20,826,661	19,152,338
Total .....	56,619,775	51,243,230	Total .....	97,776,764	105,203,781

The principal imports, January-June, 1902, were:

Articles.	Value.	Articles.	Value.
Live animals.....	\$263,556	Manufactured woods.....	\$638,733
Food stuffs:		Paper.....	904,762
Animal.....	630,866	Manufactured.....	462,820
Vegetable.....	4,075,306	Leather, and manufactures of.....	475,673
Tobacco.....	1,445,438	Iron, and manufactures of:	
Beverages:		Crude.....	4,966,226
Wines.....	1,960,975	Machinery and tools.....	738,757
Spirits and liquors.....	578,207	Other manufactures of iron and steel.....	3,213,421
Other beverages.....	144,643	Other metals:	
Textiles, and manufactures of:		Crude.....	631,995
Silk.....	712,618	Manufactured.....	660,608
Woolen.....	2,910,432	Crockery and ceramic products:	
Cotton.....	8,084,292	Raw.....	5,039,600
Other textile fibers.....	3,174,485	Manufactured.....	795,864
Oils.....	1,846,271	Miscellaneous.....	1,628,127
Chemicals and drugs.....	1,723,388	Total.....	51,243,220
Dyes and colors.....	348,866		
Lumber.....	3,217,182		

The classes of exports for January-June, 1902, were the following:

Articles.	Value.	Articles.	Value.
Pastoral products:		Agricultural products—continued.	
Live stock.....	\$2,876,427	Vegetable refuse.....	\$1,040,229
Wool, hides, etc.....	50,425,620	Woods, and products therefrom.....	1,866,848
Manufactured articles from animal products.....	4,562,609	Minerals.....	148,918
Animal refuse.....	332,273	Hunting products.....	360,039
Agricultural products:		Miscellaneous.....	916,612
Raw materials (wheat, corn, etc.).....	40,558,704	Total.....	106,203,781
Manufactured materials.....	2,116,302		

The following particulars with regard to industry and commerce in the Argentine Republic are taken from the Bulletin of the French Chamber of Commerce of Rosario:

Statistics show the diminution of French commerce in Argentina. Nearly all of our articles are losing ground. Wines, sugars, cognac, liquors—formerly important factors of French trade—are now supplied by the native production. Half of the trade in articles of dress for women and men, once almost a French monopoly, has been lost. Mills, breweries, drapery works, dye works, etc., have been created by foreign capital, principally German and Italian. New industries are being developed every day. Weaving mills for cloth, tanneries, and shoe and carpet factories diminish every year the importance of the import in these articles. Several mills for the manufacture of wrapping paper have been installed by Italians in different parts of the Republic. All are highly prosperous, giving excellent returns, though they import the raw materials, which might be produced in the country.

An industrial opening is a manufactory of pack cloth. The Government would approve an installation of this kind, since the annual consumption of pack cloth to-day is figured at 60,000,000 francs (\$11,580,000). There is also room for a large establishment to supply the country with agricultural machinery. The topography of the land favors the employment of machinery, with the proportions which agriculture has assumed. It is not a rare thing to see three men alone sowing with machinery 140 to 160 hectares (346 to 395 acres). Every year shows an increase of lands devoted to agriculture. The province of Buenos Ayres, which for so long a time neglected cereals, will soon have more fields sown in grain than all the rest of the Republic. Experience shows that the south is better adapted to growing cereals. The climate suits them better, and during the years of the grasshopper invasion, these regions were spared.

A railroad 300 kilometers (186 miles) long is now in process of construction, which, starting from the province of Buenos Ayres, will have its terminus at Rio Cuarto, in Cordoba. The preliminary studies for another line of equal length are being made.

In other agricultural provinces they are occupied with similar projects, all with the object of opening new fields to farming.

Stock raising is also destined to be a future source of wealth. The English have been among the first to see this, and have placed their capital to advantage. Nearly all the important works, railways, and large installations are of English initiative, besides insurance companies of every kind, and land associations. Germany is gradually gaining ground with its great business houses. By means of traveling agents, it sends its products to the most remote sections. These agents are the life of the great trade combinations. They furnish information regarding the needs of every province. French capitalists are too timid, and especially too ignorant of the needs of this Republic. The market of the world tends every day to become the property of colossal syndicates, which crush out the small merchants. Syndicates are the fashion with the English, Germans, and Americans, and it is by the consolidation of capital that they will defeat us, unless French capital combines in order to continue the exploitation of industries.

### BOLIVIA.

According to the Almanach de Gotha, 1903, the total imports of Bolivia in 1901 amounted to \$7,544,085 and the exports to \$16,722,210. The imports from the principal countries were given as shown below:

Germany .....	\$1,443,135	Belgium .....	\$581,170
England .....	1,019,940	United States .....	744,930
France .....	850,840		

The chief articles of export are:

Silver .....	\$6,482,315	Etain.....	\$4,174,545
Rubber.....	4,072,640	Copper .....	50,285
Bismuth .....	651,035		

The following descriptive matter is taken from a report by Consul-General Seeger, of Rio de Janeiro:

The natural highways of eastern Bolivia and eastern Peru are the navigable rivers eastward to the Atlantic—the Madre de Dios and Purus and the Beni, Mamore, and Madeira, tributaries to the Amazon.

A strategic point of great importance in this river system is the Madeira Falls, which are the only obstacle to navigation between the Atlantic coast and the largest and richest part of the Bolivian Republic. Efforts heretofore made to do away with this obstruction or to get around it have proven inadequate or impracticable.

Dr. Souto Maior, professor of geography in the National University of Rio (who studied for six years in the United States), has secured from the Brazilian Government, for a period of twenty-five years, the exclusive control of navigation on the Madeira, from Santo Antonio to the mouth of the Beni River, with the privilege of levying toll, etc.

To the Madeira River system the following navigable streams belong: The Mamore River (with its principal affluents, Chapore, Guapahy, and Sicuri), connecting the Bolivian provinces of Chicasaca, Cochambamba, Santa Cruz, and Beni with the Amazon; the Beni River, connecting the La Paz region with the same waterway; the Madre de Dios River, connecting the north of Bolivia and the city of Cuzo, in Peru, with the Madeira River; the Guapore, which constitutes the eastern boundary of Bolivia and connects the Matto Grosso region of Brazil (and the Paragua River system) with the Amazon. These four affluents of the Madeira present opportunity for uninterrupted navigation (by means of steam launches of from 30 to 50 tons burden) of more than 5,000 kilometers (3,107 miles), in a territory that has about 1,800,000 inhabitants and commands a very considerable trade, in spite of its isolation and primitive conditions.

The principal products of the parts of Bolivia and Peru affected by the project of direct connection with the Atlantic Ocean are rubber, cacao, nuts, quinine, wheat, corn, coffee, cotton, sugar, grapes, leather, meat products, and minerals, such as gold, silver, copper, and lead.

Live stock, which costs in eastern Bolivia 5 bolivianos (\$2.04) a head, could be readily sold at 200 to 250 bolivianos (\$81.60 to \$102) a head in the rubber districts on the Acre, Upper Madeira, and Upper Purus.

The quantity of timber and the variety of valuable cabinet woods in those regions

are extraordinary. The Madeira and Beni rivers take their names from the rich forests along their shores.

The possibilities of the import trade in the territories along the Upper Amazonas, in eastern Bolivia and eastern Peru, may be said to be unlimited when markets are opened for their products.

The only drawback to opening up this large and rich section of South America to the commerce of the world lies in the sanitary condition of some of the districts through which the above-described waterways lead.

*American enterprise on the River Acre.*—Consul Kenneday, of Para, says:

I am informed, upon what I believe to be good authority, that a company called the Bolivian Rubber Company, Limited, has been organized by American bankers and capitalists and has secured a large concession on the River Acre. The concession is for a term of thirty-five years, during which time the company is to have full authority to collect customs in and to exploit the territory granted, receiving a certain percentage of the dues collected and all other profits derived from working the grant. In return, the company obligates itself to establish a regular line of steamers between the River Acre and the United States.

### BRAZIL.

Consul-General Seeger, of Rio de Janeiro, says that the total imports in 1901 amounted to \$96,175,666 and the exports to \$197,686,963. The United States sent goods valued at \$11,990,569 and took \$84,981,741 worth of the exports. Great Britain sent the largest value in the import trade—\$30,179,600—and took products amounting to \$25,596,330. Our share in the Brazilian imports, Mr. Seeger points out, is only 12 per cent, and though the trade has improved of late, there is still much room for progress, especially in view of the fact that we take nearly half of the products which are exported by Brazil. There has recently been considerable increase in the import of American coal, mining machinery, glassware, and lard. The country is still laboring under the depression caused by the drop in price of its principal staples—coffee, rubber, and sugar; the difficulty in obtaining foreign capital for industrial enterprises; the great amount of money sent abroad by laborers (mostly Italians), and by the number of property owners (Portuguese) who invest their incomes abroad.

Consul Furniss, of Bahia, gives the following advice to exporters:

Many of our houses do not seem to realize the excellent chances in this market for their productions, and, in fact, make no attempt to find out the conditions existing here. Some obtain from associations, organized to furnish information in regard to foreign dealers, a list which purports to be correct. In many instances, however, such information is misleading.

I am not in favor of giving exclusive agencies either for Brazil or Bahia. Brazil is too large a country and the ports are too independent of each other to permit that.

It is important that our merchants should pay strict attention to every detail, and that the consular invoice and the bills of lading should give accurate descriptions of goods covered by them. A point in instance is a shipment of lumber from the United States. The lumber had been measured and sold as clear lumber, allowance being made for split ends, defective pieces, etc., and the invoice and other papers were on that basis; but the lumber when measured by the custom-house here was taken at actual measurement, and was many hundred feet in excess of declared dimensions. Consequently, a fine was assessed on the whole which more than doubled the real duty, not counting the duty and fine assessed on worthless ends.

Too much care can not be taken in making out invoices covering the contents of each package. The articles should be stated item by item, and opposite should be put the weight (gross and net) of each class of articles, together with price of same. Cases should be as large as possible to save lighterage and custom-house storage charges, and should be so nailed and bound that they can not be opened without detection. For this purpose boxes should at least be wire or iron bound, and some foreign firms even go to the trouble of using a patent method of sealing or covering the cases with bagging.

## CHILE.

According to Consul Mansfield, of Valparaiso, the imports in 1901 amounted to \$50,735,300 and the exports to \$62,832,900. The trade with the principal countries is stated below:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Great Britain.....	\$18,318,700	\$42,447,500	United States.....	\$6,082,100	\$5,342,700
Germany.....	12,543,200	9,692,000	France.....	3,399,800	4,064,900

It will be observed, says the consul, that the United States maintains the same relative position in the matter of imports into Chile as it held in 1900—i. e., third; but the gain in the value of imports from our country last year was equal to 36.6 per cent, while for Great Britain it was only 18 per cent, the other two countries maintaining their relative positions. Machinery of all kinds is admitted free of duty, and in this branch of trade the United States has a large and increasing business. The total value of machinery, tools, etc., imported from the United States in 1901 was about \$1,500,000. The better grades of cotton goods come from our country, while the cheaper qualities are mostly imported from England. This branch presents a good opening for the extension of commerce.

## COLOMBIA.

Commerce has suffered severely from the revolutionary troubles. No recent returns of the general trade are available. In 1898, the imports were valued at \$11,000,000 and the exports at \$19,000,000. The shares of the chief countries competing for the trade of Colombia in 1901 were:

Country.	Imports from Colombia.	Exports to Colombia.	Country.	Imports from Colombia.	Exports to Colombia.
United States.....	\$3,544,400	\$3,304,200	Germany.....	\$1,941,600	\$1,074,600
Great Britain.....	2,522,700	4,688,900	France.....	3,698,700	3,788,000

Consul Malmros, of Colon, writes that business has been much hampered in the past year on account of the civil and political troubles. The imports at that port in 1901-2 amounted to \$747,300, of which \$440,600 came from the United States. Ours is the only country, the consul says, from which the imports have not decreased. The gain, it is true, was but slight, but from other countries there was an actual loss. The United States sends Colombia all kinds of provisions—dry goods, furniture, hardware, shoes, drugs, liquors, lumber, machines, etc. The imports from Germany consist principally of rice, corrugated iron, crockery, enameled ironware, matches, perfumery, toys, umbrellas, etc. England exports Hessians, flannel, prints, thread, condensed milk, chocolate, etc. Bananas and cocoanuts are shipped to the United States.

## ECUADOR.

The value of the imports into Ecuador in 1901 aggregated \$7,366,500, according to a report from Consul-General Nast, of Guayaquil, and the exports amounted to \$7,949,400. Imports from the United States

amounted to \$1,931,600, against \$1,670,600 in 1900, a satisfactory increase compared with the shipments from other countries. Exports to the United States were valued at \$1,356,200. The increase in imports is due to the quantity of construction material being brought in for the railroad, which is completed as far as Alausi, about 90 miles. The most difficult work has already been accomplished.

Exports consist principally of cacao, \$5,967,200; ivory nuts, \$788,200; coffee, \$316,000; rubber, \$278,000; hides, \$186,900; straw hats, \$184,800, and gold bars and dust, \$127,500. Straw hats, cacao, and gold dust show an increase, but a decline is marked in coffee and rubber. Machinery was imported during 1901 to the value of \$109,800, paper amounting to \$131,800, provisions to \$987,400, woolen goods to \$267,800, spirits to \$118,000, hardware to \$246,700, flour to \$224,000, drugs to \$148,500, cotton goods, \$646,800, and candles, \$148,300.

Mr. Nast said:

The chief industry of Ecuador is cacao growing, which is extremely profitable. The world's supply of cacao amounts to some 90,000 tons, and of this Ecuador produces 27,000 tons, or about one-third of the total. Land can be obtained at about \$1 per acre. It requires about five years to bring a cacao estate into bearing, at a cost of 15 to 20 cents per tree. The trees yield on an average 1 pound each. For a plantation of 100,000 trees it costs to bring into bearing, say, \$17,500. At the end of five years it is worth \$50,000; at seven years, \$75,000, etc. The production of 100,000 trees would be 100,000 pounds, worth \$11,000 at present prices. The cost of putting this quantity on the market, including labor, etc., would be \$4,000, leaving a net profit of \$7,000. Estates are easily sold at the above figures, and if a capitalist can wait for results for five years, he is sure of a good income. In the meantime "catch crops," such as rice or corn, can be grown on the same ground, which is so fertile that for the growing of rice, etc., it is never necessary to plow; a hole is simply made with a machete and the seeds put in, and good returns are obtained.

#### FALKLAND ISLANDS.

The *Nachrichten für Handel und Industrie*, of Berlin, gives the following statistics regarding the trade of the Falkland Islands in 1901: The imports were \$363,874, an increase of \$38,041 over the preceding year. The exports were valued at \$536,746, a decrease of \$15,792, as compared with 1900. Great Britain delivered about 90.5 per cent of the importations; the remaining 9.5 per cent was divided between Chile, Argentine Republic, and Uruguay. The exports were almost exclusively directed to Great Britain. The following statement gives the values of the principal articles of import:

Articles.	Value.	Articles.	Value.
Drugs .....	\$2,200	Coal .....	21,432
Fodder, maize, hay, etc .....	17,680	Drapery .....	16,429
Groceries .....	77,674	Wearing apparel, boots and shoes .....	44,563
Live animals .....	2,865	Ironware and machinery .....	42,241
Beer and liquors .....	29,560	Furniture .....	8,624
Tobacco and cigars .....	12,215	Glassware .....	4,190
Wine.....	2,273	Wood and building material.....	41,180

The chief exports were wool, tallow, and sheepskins.

#### THE GUIANAS.

*British.*—According to Consul Moulton of Demerara, the imports in the fiscal year 1901–2 amounted to \$6,790,900, of which the United Kingdom sent goods valued at \$3,375,000, and the United States

\$1,943,800. Of the total exports, amounting to \$8,801,300, the United States took \$3,878,600 and the United Kingdom \$3,611,600. Machinery for the manufacture of sugar, for electric and other purposes, was imported from the United States in the year under review. Our trade in fabrics is was growing, but that in bicycles, provisions, and oils is declining. Sugar and rough diamonds are the principal exports to our country.

As to the diamond industry, the consul says:

The outlook for the new diamond industry is very favorable. Stones valued at \$50,000 at the custom-house have been exported. Ten men, at work for New York parties who located claims up the Mazaruni River a few months ago, recently collected in six weeks 8,227 small diamonds, weighing about 767 carats. The stones were valued at \$9,600, and were shipped to New York.

Nearly every expedition that has gone up to the fields has found diamonds. It is not surprising, therefore, that local excitement is intense and that the discoveries have attracted the attention of the diamond interests of Europe and America. That the region is not overrun with prospectors at this time is due to the expense involved in outfitting, transporting, and providing for an expedition. It costs \$1,000 to get eight men up to the diggings, including the necessary prospecting implements and subsistence and pay for three months.

There are about a dozen companies now in the diamond district, and new expeditions are being fitted out almost daily. Capital and mining experience will be needed to intelligently develop these fields and to provide adequate and safe communication with the seaboard.

Manufacturers of structural material should closely observe conditions here, with a view to supplying the machinery and electrical equipment which will be required.

I believe that now is a favorable time for anyone having capital and the inclination to invest it in a British colony, to consider the inviting features presented in the construction and operation of an electric or steam railway up the Mazaruni River to the heart of the mining district. Such an enterprise would be received locally with great favor. It has been discussed for a long time, in connection with the development of the gold mines, and it is generally understood that in view of the exceedingly small margin of profit in the sugar industry of the colony, and its gloomy prospects for the future, steps should at once be taken to facilitate access to the interior.

*Dutch.*—Imports aggregated, in 1901, \$2,831,132, and of that sum the United States sent \$570,622; Holland, \$1,354,746; England, \$359,224; British Guiana, \$215,188; Barbados, \$13,954, and other countries, \$317,398.

Exports amounted to \$2,146,229. The value going to the United States was \$1,339,157; Holland, \$673,198; England, \$92,411; British Guiana, \$15,548, and other countries, \$25,915.

The imports from Demerara and from Barbados were mostly of United States origin.

Consular Agent Deyo, of Paramaribo, says:

In spite of the low price of sugar, only one estate has been abandoned. Proprietors of other estates have increased the acreage of cultivation, hoping that the action of the Brussels convention will be favorable to the industry.

The area of cacao cultivation was increased during the year by 925 acres. The "krulloten" and other diseases previously unknown have become so general that this industry is in peril.

Experiments in growing and curing tobacco have proved a failure, and further efforts will not be made.

The balata industry is prosperous; exportations have increased and prices are satisfactory.

Gold mining during the year resulted in 1,620 pounds, against 1,900 pounds in the preceding season. During the first half of the year there was insufficient water, owing to drought, and the rains during the last half flooded the working plants and caused a suspension of operations. Additional machinery from the United States is being installed by an American company. Several concessions to dredge rivers and creeks for gold have been granted, and preparations are in progress to begin work during the current year. The new colonial governor says that the Government of Holland



will at an early day commence the construction of a railway from Paramaribo to the interior of the colony, for the purpose of facilitating the development of its natural resources.

*French.*—According to *La Quinzaine Coloniale*, of Paris, the general movement of commerce in French Guiana in 1901 was represented by the following figures:

Description.	1901.	1900.	Increase.
Imports .....	\$2,358,298	\$1,884,074	\$474,224
Exports .....	1,693,698	1,270,618	423,080
Total .....	4,051,996	3,154,692	897,304

This increase is largely the result of the recent discoveries of gold mines at Quini and of the introduction of a considerable quantity of goods for public works. The governor of French Guiana gives in his report the following particulars respecting the gold mines:

Description.		1901.	1900.
Concessions being worked.....	number..	496	183
Area .....	acres..	268,188	148,025
Ore extracted .....	pounds..	8,865	5,243
	value ...	\$2,095,573	\$1,239,424
Ore exported .....	pounds..	6,455	4,859
	value ...	\$1,537,469	\$1,236,267

Few of the concessions are well organized, making it impossible to give the exact number of workmen employed. The figures showing the quantity of gold produced and exported are taken from the customs declarations, and are therefore approximate, as miners are not required to keep a record of the quantity produced.

Imports into France from the colony in 1900 were valued at \$51,500.

## PARAGUAY.

Consul Ruffin, of Asuncion, says that the chief articles of export are dried and salted hides, Paraguayan tea, tobacco, wood, fruits, and extract of quebracho. The principal export—hides—finds a market in Germany, and this trade is steadily increasing. The total imports in 1901 are officially stated at \$2,923,400 and the exports at \$2,461,000. The consul gives the following advice to our exporters:

The Rio de la Plata, the Rio Parana, the Rio del Paraguay, and the Alto Paraguay are the most important rivers traversing that section of South America from Quiabar, in the State of Matto Grosso, Brazil, extending through Paraguay, Argentina, and Uruguay. The traffic on these rivers is exceedingly large. It is almost entirely in the hands of one company, which fixes freight rates. In order to effectively extend our trade to this section, we should have barges, such as those used on the Mississippi and Ohio rivers, drawing 3 or 4 feet of water, or even 5 feet, and carrying freight of from 1,000 to 2,000 tons. A couple of these barges, together with tugs of considerable horsepower, could carry shipments from the State of Matto Grosso, in Brazil, and from Asuncion, Paraguay, to Rosario (the highest river port in the River Plata), or to Buenos Ayres, where they could be placed in ocean vessels. The barges would bring back merchandise from the United States.

To profitably transact the large volume of business in these two Republics, it is essential to have cheap freight rates. From 2,000 to 10,000 tons could be sent down by the barges each trip. Brazil is rich in rubber, hides, etc., and Paraguay in quebracho and other hard woods, as well as in hides, preserved meats, etc.

These countries use quantities of fence wire, windmills, and salt, also agricultural implements, machinery, and cotton goods, and with cheaper freights, United States products could compete with any manufactures in the world. As direct transshipments could be made from ocean vessels, a heavy expense would be avoided and freight could be booked through from New York to the point of destination, or vice versa. The charges on some products are almost a third more from Asuncion to Buenos Ayres than from Buenos Ayres to New York.

## PERU.

Vice-Consul Cree, of Callao, gives the imports in 1901 as \$13,422,900 and the exports at \$20,918,100. Minister Dudley, of Lima, sends the following statement showing the importations through Callao, the principal port, in 1901:

Country.	Value.	Country.	Value.
England .....	\$3,359,132	Chile .....	\$213,877
United States .....	1,981,630	Spain .....	89,629
Germany .....	1,580,445	Central America .....	45,146
France .....	694,916	India .....	22,778
Italy .....	467,474	Ecuador .....	15,116
Belgium .....	424,411	Other countries .....	42,209
Australia .....	340,128		
China .....	338,317	Total .....	9,615,208

The following table shows the values of the classes of imports in 1901:

Article.	Value.	Article.	Value.
Cotton .....	\$1,454,772	Fancy articles .....	\$4,221,132
Wool .....	763,753	Provisions and groceries .....	1,573,688
Linen .....	91,755	Wines and liquors .....	153,665
Silk .....	218,390	Drugs and chemical products .....	391,870
Furniture .....	616,464	Specialties .....	31,327

The progressive increase in the exportation of the ten principal products of Peru during the last six years is shown below:

Article.	1896.	1897.	1898.	1899.	1900.	1901.	Increase in 1901 over 1896.
	<i>Mct. tons. a</i>	<i>Mct. tons. a</i>	<i>Mct. tons. a</i>	<i>Mct. tons. a</i>	<i>Mct. tons. a</i>	<i>Mct. tons. a</i>	<i>Mct. tons. a</i>
Cotton .....	4,718	5,586	6,712	5,876	7,246	8,011	3,298
Rice .....	2,804	4,222	4,276	2,873	4,260	4,164	1,360
Sugar .....	71,735	106,463	105,713	103,706	112,222	114,637	42,902
Cocoa .....		12	62	54	99.3	107	107
Coffee .....	718	1,240	1,245	1,215	1,454	946	233
Coca .....		497	490	312	556	610	106
Cocaine .....		4.2	4.35	4.5	7.75	10.6	10.7
Leather .....	1,332	1,710	2,127	2,062	2,296	2,251	919
Wool .....	2,544	3,770	3,489	3,434	3,634	3,856	1,312
Minerals .....	12,000	15,000	17,225	23,158	39,406	46,885	34,885

a 1 metric ton equals 2,204.6 pounds.

Under date of October 15, 1902, Minister Dudley reports:

An interesting proposal for railroad construction has been recently made to the Peruvian Government by American capitalists who have acquired the larger portion of the valuable copper mines of Cerro de Pasco. This line would extend from one of the ports or inlets of one of the two most northern littoral departments of Peru (Piura or Lambayeque) to a point on the Marañon River, thence to a point in the vicinity of the Manseriche, with a view to reaching navigable waters emptying into

the Amazon. This interoceanic route would cross the Andes at the point of their lowest elevation—2,186 meters (7,170 feet), according to Raimondi. As part of the same project, a line is proposed from a point on the Marañon to Cerro de Pasco, with branches to adjacent regions found capable of industrial exploitation. The Peruvian Government has conceded to these gentlemen the exclusive right for two years to make preliminary surveys along the routes mentioned, and, in case the practicability of the enterprise should be demonstrated, has agreed to enter into a definite contract with them under the terms of existing law. Messrs. McCune and Haggin, the capitalists referred to, are now engaged in building a railroad from the terminus of the Transandine line at Oroyo to Cerro de Pasco.

The following is taken from an official report of the Peruvian Government:

The enterprise undertaken by the Pasco Copper Company, an American corporation, which is undoubtedly the most important mining enterprise ever set on foot in Peru, will contribute to reestablish the highest prosperity of our copper industry. The metallurgical installations and workshops which the enterprise is establishing, in harmony with the progressive methods of the United States, which seek always to widen the scope of exploitation and to replace hand work by the use of modern machinery, and have resulted in reducing the cost of production to incredibly low figures, will teach practical lessons to our miners and enable them to find a new and wider sphere for their industry.

### URUGUAY.

According to the official returns published by the Dirección General de Estadística, Montevideo, the value of the foreign trade of Uruguay in 1901 was \$53,171,442, a decrease from the figures of 1900 of \$2,032,855. The following table gives the value of the import and export trade for 1901:

Imports .....	\$24, 497, 458
Exports .....	28, 673, 984
Total .....	53, 171, 442

The trade was distributed according to countries as follows:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
England.....	\$6, 457, 038	\$2, 347, 277	United States.....	\$2, 148, 394	\$2, 008, 024
Germany.....	3, 012, 597	8, 303, 758	Belgium.....	1, 472, 424	4, 335, 401
Italy.....	2, 180, 157	499, 234	Cuba.....	108, 002	479, 233
France.....	2, 234, 618	5, 093, 075	Chile.....	90, 665	296, 356
Spain.....	1, 924, 028	635, 999	Paraguay.....	157, 749	.....
Brazil.....	1, 593, 347	4, 605, 694	Others.....	24, 134	569, 796
Argentina.....	3, 179, 295	4, 487, 133			

### VENEZUELA.

No recent returns of the general commerce are available. In 1898, the imports were valued at \$18,000,000 and the exports at \$31,000,000. This may be taken as an average year in times of peace. The trade of the principal countries with Venezuela in 1901 was:

Country.	Imports from Venezuela.	Exports to Venezuela.	Country.	Imports from Venezuela.	Exports to Venezuela.
United States.....	\$7, 158, 500	\$3, 052, 400	Germany.....	\$2, 237, 200	\$1, 666, 000
Great Britain.....	516, 000	2, 568, 400	France.....	2, 969, 700	350, 300

## GERMANY'S TRADE WITH VENEZUELA.

The following has been received from Consul-General Guenther, of Frankfort:

In view of the present difficulties between Germany and Venezuela, it may be of interest to know the amount of trade between these two countries. I have compiled the following data from the latest statistical yearbook for the German Empire:

The imports into Germany from Venezuela for the five years from 1897 to 1901, inclusive, were:

Year.	Value.		Percent- age of total im- ports.	Year.	Value.		Percent- age of total im- ports.
	<i>Marks.</i>				<i>Marks.</i>		
1897 .....	10,900,000	\$2,594,200	0.2	1900 .....	9,700,000	\$2,308,600	0.2
1898 .....	9,700,000	2,308,600	.2	1901 .....	9,400,000	2,237,200	.2
1899 .....	9,400,000	2,237,200	.2				

The German exports to Venezuela were:

Year.	Value.		Percent- age of total ex- ports.	Year.	Value.		Percent- age of total ex- ports.
	<i>Marks.</i>				<i>Marks.</i>		
1897 .....	5,500,000	\$1,309,000	0.1	1900 .....	5,000,000	\$1,190,000	0.1
1898 .....	4,300,000	1,023,400	.1	1901 .....	7,000,000	1,666,000	.2
1899 .....	4,000,000	962,000	.1				

It will be seen that the trade between these countries is very small. The exports from Germany to Venezuela for 1901, however, show a very considerable increase over any of the previous four years, both absolutely and relatively.

Commerce in general, says Consul Goldschmidt of La Guaira, has suffered from the political disorders. Production is curtailed, as plantation labor is otherwise employed. This has caused a diminution of imports, as the purchasing power of the people has declined. The country, he says, has great natural resources, and with the restoration of peace and security, a commercial development could be attained that would insure prosperity to its people. With the return of stable conditions, there would also be a prospect of increasing activity in the cattle business. Thousands of head of cattle have been shipped to Cuba in the last few years, and this item alone is a source of wealth to Venezuela, which has vast plains well adapted to the raising of live stock.

## ASIA.

### ADEN.

Consul Cunningham reports that trade has been very good in the past year. The raids by the Mad Mullah, which so disorganized trade through Somaliland, have ceased. The coffee crop was unusually good. The imports (in 1901-2) amounted to \$15,226,000, and the exports to \$14,444,800. Imports from the United States represented \$1,273,100, and exports \$1,526,600. More goods were imported from our country than from any in Europe, except England, which sent about \$120,000 more. Our cotton fabrics are growing in popularity. The gray domestic is "the very thing that pleases the native," and the United States had a greater increase in trade last year than any other country. Our flour is also gaining a market, and carriages, oil, shoes, hardware, and iron manufactures are among our other exports to Aden. The chief articles of export from Aden, besides coffee, are skins, gum arabic, and mother-of-pearl shells.

### BORNEO.

The trade of British North Borneo, in 1901, according to official returns, was: Imports, \$1,600,000; exports, \$1,700,000. The following extracts are from a report by the British North Borneo Company:

Agriculture is the chief industry, and the cultivation of tobacco stands first. In all, there are 13 estates in Marudu Bay, Darvel Bay, Cowie Harbor Bay, and Kina-batangan River, four different parts of the territory. Next in importance are coffee, coconuts, gambier, pepper, hemp, and rhea, all of which have been successfully grown. India rubber planting has also been attracting attention; on Bengaya there is a large plantation. As yet, there are no large gardens of tapioca or cotton, although both seem to be indigenous and grow well.

In addition to the planting industries, there are a cutch factory at Sandakan and another in Marudu Bay, and two sawmills and three engineering shops in Sandakan, where repairs to vessels can be effected. The natives of the interior employ themselves in hunting for jungle produce—gutta-percha, india rubber, camphor, beeswax, rattan, etc. The country has not been opened up by roads, and places in the interior can only be reached by river (where practicable) or by severe jungle walking. A railway has been commenced to connect the inland districts with the coast. The lines, starting from two points on the west coast, viz, Weston and Jesselton, are to run for some 20 miles in a northeasterly direction and for 58 miles in a southwesterly direction, respectively, meeting at Beaufort, on the Padas River. From Beaufort the line is to run almost due southeast, skirting the Padas River and the Penotal Gorge, till it reaches Lenom, in the interior.

### BRITISH INDIA.

Consul-General Patterson, of Calcutta, gives the imports in the fiscal year 1901-2 as \$323,581,400, and the exports as \$425,367,600, including the gold and silver exported. The increase in trade is due to the improvement in the condition of the people since the country is no longer afflicted by famine. There was a marked gain in imports

of machinery and millwork, railway materials, cotton, chemicals, etc. The exports also rose about 16 per cent, mostly in agricultural products. England sends about two-thirds of the imports, and the United States stands lowest on the list, sending only 1.4 per cent of the total, and taking 6.9 per cent of the exports.

The *Nachrichten für Handel und Industrie*, of Berlin, gives the share of the principal countries in the foreign trade of British India in 1901-2 as follows:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Great Britain.....	\$170, 296, 344	\$98, 400, 420	Mauritius .....	\$6, 358, 964	\$4, 166, 964
Austria-Hungary.....	12, 784, 628	7, 698, 564	United States.....	8, 819, 636	27, 115, 236
Belgium.....	9, 746, 568	15, 285, 996	Ceylon.....	2, 936, 088	14, 507, 424
France.....	4, 450, 508	28, 766, 664	Hongkong.....	3, 528, 360	81, 884, 516
Germany.....	9, 840, 862	32, 927, 148	Chinese treaty ports...	2, 273, 832	24, 997, 248
Italy.....	3, 158, 676	9, 456, 264	Japan.....	2, 308, 964	22, 525, 776
Russia.....	10, 328, 288	681, 048	Straits Settlements...	7, 717, 356	20, 588, 360
Egypt.....	822, 960	17, 285, 724			

### Consul Fee, of Bombay, says:

Now that the American manufacturer is trying to gain a fair share of trade in the world's markets, I would suggest that he give more attention to India. On this peninsula, which is about half the size of the United States, reside 300,000,000 people, or about one-fifth of all the inhabitants of the earth.

The exports of India exceed its imports. A careful examination of its foreign trade will show that, with few exceptions, India sells raw material and buys finished products, and therefore is substantially a consuming nation. The lion's share, or about two-fifths of the entire trade, goes to the United Kingdom. As an exporter to India, the United States ranks at the end of the list. It is some consolation to know, however, that if all the articles imported from the United States into India—many of which lose their identity in being transhipped in Europe—were traceable, our sales would make a much better showing.

The continent of Asia and its islands have a population of perhaps 800,000,000 people and a trade worth probably \$2,000,000,000 a year. Of this trade the United States does not receive a fair share—less, indeed, than some nations which, to reach it, have two seas to our one to cross.

Few, if any, cities in the Orient offer better facilities for exploiting American goods than Bombay. It possesses a magnificent harbor, extensive systems of railways radiate from it, and its steamship and freight lines run to all parts of the globe. It is a great transshipping point by sea and is the national gateway to India.

Commerce with America is increasing. An exceedingly friendly feeling toward the United States exists among the people of India, and all things American are popular. A number of our business concerns have established agencies and branch houses here, and others are sending trained representatives into the field, a system I have strongly recommended to the exporters.

A clipping from the Times, of India, transmitted by Mr. Fee, reads, in part:

#### THE AMERICAN INVASION.

Already there are signs, very distinct, if at present small, that the Americans have commenced their invasion of the commerce of this country in earnest. To every department of commerce America is contributing her quota, and the local bazaar exhibits unmistakable signs that her intention is not merely a casual experiment. She is not merely feeling her way, but has already laid down the foundation of a thriving and prosperous business. Whatever else may be said of American competition, it is always fair and always legitimate. It does not result in a market flooded with goods of the cheap and nasty order; it does not arise out of methods risky and speculative, so far as the manufacturers themselves are concerned. American success is due to pluck, enterprise, and inventiveness, helped by skill in manufacture and worth in production. There was a time when the native dealer scorned to take advantage of American prices, simply because he preferred to stand by the merits of the British made articles, quite apart from the question of cost. That day has gone by. The American has within a few years secured 5 per cent of Indian trade and the Indian bazaar, so far as the steel industry is concerned. Were it not for the fact that

the British manufacturer is so helped by official influence, the slump in the direction of America would be rapid. It is not to be expected, when the articles are placed side by side, both equally good but one cheaper than the other, that the purchaser will not choose that which costs him less money. Improvement in system at home will simply mean Americanizing.

### CEYLON.

Consul Morey, of Colombo, gives the imports in 1901 as \$36,684,500, and the exports, exclusive of specie, as \$30,299,600. Exports to the United States amounted to \$1,821,000 and imports from our country to \$137,800. The chief items of import were flour, kerosene, coal, hardware, vehicles, tobacco, cotton goods, and electric machinery. Plumbago, tea, and cocoanut oil are the principal exports to the United States.

The following extracts are from a recent letter to the London Times by a Colombo correspondent:

The tide of prosperity, so far as general revenue is an index, is still running in Ceylon, though its staple industry—tea planting—has been under a cloud of depression for well-nigh a couple of years. The large local expenditure on public works—harbor, breakwaters, and dock, railway extension, irrigation tanks—out of loans, and also the expenditure of imperial money on 5,000 Boer prisoners, no doubt account for some part of the unprecedentedly large revenue returns. As regards the future, if only the imperial duty is reduced on tea, the continuance of prosperity to the revenue may be assured, for the great native industry in cocoanut-palm cultivation is very sound, and sanctioned expenditure on railway, harbor, and irrigation works must continue for several years to come.

Before the middle of 1904, the ancient capital of Anuradhapura, with its wonderful series of ruined palaces, temples, dagobas, etc., will be connected by railway with Colombo, and six months later through communication should be established to Jafna and our northernmost coast. But for some time this northern railway is not likely to pay its working expenses, let alone interest on outlay. Lord Stanmore said truly to Mr. Chamberlain that a railway could not develop this line of country unless water was simultaneously stored; and this is being done. But then, the population must be located (probably imported) to take advantage of many of the irrigated fields for rice, and capitalists should be encouraged by liberal concessions of land (there are some thousands of square miles belonging to the Crown unutilized in the three provinces affected) to engage in cotton, tobacco, and perhaps sugar cultivation, or in the feeding and raising of live stock. This will be one of the problems awaiting the attention of the next governor of Ceylon.

But there are several lines of railway extension, some of them financially very promising, still to be taken in hand. The governor has just sanctioned a survey 20 to 30 miles to Ratanpura, "the city of gems," and a coast line from Colombo northward to Negambo, Chilau, and Putlam, of some 60 miles, passes for the greater part through the very richest native division of Ceylon.

When Ratanpura is reached, six out of the eight provincial capitals of the island can be reached by rail. The exceptions are Badulla, about 18 miles from the present terminus, to be reached probably by a light hill feeding line ere long, and Battikaloe, the capital of the eastern province, a populous and rich district of Tamil rice growers with European planters of cocoanuts. Trincomali, the naval headquarters of the East Indies, is the rival town in this province, and its residents claim a connecting locomotive line first, from which a branch could be taken to Battikaloe. The authorities will be pressed to give attention to these wants, and the Imperial Government may fairly be expected to help in the line to Trincomali, considering all the advantages to their officers, soldiers, and ships of having ready direct communication with Colombo. Both these lines ought to be cheaply made, as running through a flat level country, more especially if the narrow gauge were adopted with a duplicate rail on the existing railway from Kurunegala to Colombo. With the completion of the 240 to 250 additional miles of railway thus specified, the total requirements of Ceylon, save for some light feeding sections in the planting districts, would be fully met.

With the completion of the new works to be undertaken, Colombo Harbor, with its three breakwaters, numerous jetties, coaling depots, patent slip, outside fisher's harbor, graving dock 700 feet long, inland wet dock in Blomendahl swamp large enough to hold 30 ocean-going steamers at once, and surrounded by bonded warehouses, served by railways connected with the rest of the island, will be one of the largest, and most convenient artificial harbors in the world.

## CHINA.

## Consul-General Goodnow, of Shanghai, says:

The general trade of China in 1901 recovered rapidly from the marked depression of 1900. This recovery was notable in spite of many hindrances. There was much unwillingness among the native traders to ship goods to the north while the troops were still there and the court had not returned to Peking. The disastrous floods in the Yangtze Valley and the unsettled state of Manchuria were also disturbing factors. It was not known until September what tariff would be decided on in the peace protocol. In spite of these conditions, the total imports into China in 1901 exceeded those of 1899, which up to that time had been the banner year. The export trade, owing to the floods and the disturbed condition in Manchuria and the other northern provinces, while greater than in 1900, did not reach the figures of 1899.

The total net imports and exports for the last three years, as reported by the imperial maritime customs, are:

Year.	Imports.	Exports.
1899.....	\$198,266,472.88	\$142,922,927.86
1900.....	158,802,918.00	119,282,564.00
1901.....	198,178,100.96	122,152,865.04

My figures for the imports from the United States are not as stated in the imperial maritime customs returns. The reason I gave for this discrepancy in 1900 is unchanged. The imperial maritime customs credits the trade to the country from which and to which the carrying ship clears, without taking any note of the country in which the goods originated (except in the case of cotton goods and kerosene) or for which they are destined. This method of tabulation is especially unfavorable to the United States. Goods shipped by the Canadian Pacific steamers from the United States are credited to British America. Goods shipped by the Japanese line from Seattle and San Francisco are credited to Japan. Goods shipped via London are credited to Great Britain. Goods shipped via Hongkong are credited to Hongkong. The imperial maritime customs thus only credits us with those goods shipped on American lines and cleared from United States ports to ports in China.

For this reason, I am not able to give with perfect accuracy the imports of 1900 and 1901 from the United States. The following tables have been compiled after thorough investigation and interviews with merchants, shipping companies, and customs officials. The total imports from the United States during the three years just passed were, approximately:

Year.	Value.
1899.....	\$21,900,000
1900.....	18,542,352
1901.....	25,444,082

In the following detailed statement, the cotton goods and kerosene are marked "American" in the customs returns. The flour and timber imported all come from the United States. The cotton flannel, while not marked "American" in the customs returns, is separated from the Japanese product. The item for "sundries" seems large; the total of sundries is given by the imperial maritime customs returns as 24,071,808 taels (\$17,331,802).

*Imports from the United States in 1900 and 1901.*

Article.	1901.	1900.	Article.	1901.	1900.
Drills.....	\$3,481,118	\$1,768,609	Household stores.....	\$576,000	\$875,000
Jeans.....	175,916	278,688	Beer, wine, etc.....	252,000	167,500
Sheetings.....	5,498,484	4,600,191	Iron.....	180,000	187,500
Kerosene.....	6,219,721	4,728,288	Lead.....	72,000	75,000
Flour.....	8,408,418	2,497,401	Leather.....	180,000	112,500
Timber.....	1,247,507	775,925	Clocks and watches.....	90,000	56,250
Tobacco.....	900,000	675,000	Sundries.....	1,800,000	1,500,000
Clothing.....	144,000	75,000	Cotton flannel.....	820,719	638,694
Raw cotton.....	259,200	270,000			
Machinery.....	144,000	387,500	Total.....	25,444,082	19,181,046



## EXPORTS.

The imperial maritime customs values the exports from China to the United States in 1901 at 16,572,988 taels (\$11,932,551.36). The exports from Shanghai alone in 1901 were valued at \$9,116,287.57 gold, by the invoices filed in this office. Shipments from other consulates were probably not less than \$7,500,000.

According to these figures, our total trade with China (exports and imports) in 1901 was \$42,000,000, as against about the same amount in 1900. The imports from the United States increased about \$7,500,000, while the exports to the United States decreased about the same amount.

All lines of imports increased, except iron, lead, and machinery.

## COTTON GOODS.

The importation of cotton goods increased from a gold value of \$6,719,487.50 in 1900 to \$9,155,467.12; from 3,255,752 pieces in 1900 to 4,734,462 pieces in 1901. The total imports of drills, jeans, and sheetings from all countries in 1899, 1900, and 1901 were:

Article.	1899.	1900.	1901.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
Drills.....	1,759,201	927,511	1,762,212
Jeans.....	233,009	276,554	152,891
Sheetings.....	4,512,062	2,968,650	3,254,849
Total.....	6,804,272	4,193,715	5,169,952

American goods increased more than did cottons from other countries. The figures for our trade are:

Article.	1899.	1900.	1901.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
Drills.....	1,626,107	805,892	1,649,626
Jeans.....	126,363	137,366	152,891
Sheetings.....	3,975,903	2,312,494	2,840,518
Total.....	5,728,313	3,255,752	4,587,512

This increase of consumption of American cotton goods is accounted for by the fact that the trade with the northern provinces bordering on the Gulf of Pechili was again partially open to us in 1901, though closed during most of 1900 by the Boxer trouble. Eighty-six per cent of the total importation of our cotton goods in 1901 went through the ports of Niuchwang, Tientsin, and Chefoo, for consumption in the provinces tributary to those ports. Probably three-fourths of this went into Manchuria. The people of the north have not yet fully recovered from the results of the Boxer uprising and the retaliatory punishments. The fact will be noted that the cheaper qualities of cotton goods are finding favor. The fall of exchange has not improved wages (paid in silver) for the average Chinese; hence he must buy a cheaper quality of goods.

It will be noted that while the great bulk of our cotton goods is still absorbed in the north, a less percentage was consumed there in 1901 than in 1899. In 1899, 94½ per cent of the total imports of American cotton was reexported from Shanghai to Niuchwang, Tientsin, and Chefoo; in 1900, 80½ per cent; and in 1901, 86 per cent.

## FLOUR.

The importation of flour increased largely, in spite of the fact that most of the soldiers and men-of-war were withdrawn from China by the middle of the year, and also in spite of the fact that an American flour mill at Shanghai has turned out 350 barrels per day during the year. We are to be congratulated that our treaty commissioner succeeded in keeping flour on the free list. The value of American flour imported into China for the past three years has been:

1899.....	\$2,328,332.81
1900.....	2,497,401.00
1901.....	3,403,412.64

## TOBACCO.

The importation of American cigars and cigarettes shows a steady increase. The figures for three years are, approximately:

1899.....	\$635,321.19
1900.....	758,739.75
1901.....	900,000.00

## TIMBER.

The importation of timber is steadily increasing, as shown below:

1899.....	\$955,313.04
1900.....	755,925.25
1901.....	1,247,506.56

## KEROSENE.

The importation of kerosene oil has again largely advanced, and this shows increased consumption, for there has been no enlargement of the stocks on hand. The proportion of oil imported in bulk steadily increases. The following shows the trade:

Kerosene oil.	1899.	1900.	1901.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
American .....	40,724,989	34,447,112	57,769,677
Russian .....	35,695,116	32,708,757	32,486,070
Sumatran .....	11,993,202	16,424,156	40,640,049
Bornean .....			223,790
Japanese .....			8,920
Total .....	88,413,307	83,580,024	131,118,506

## HOUSEHOLD STORES; MACHINERY.

The importation of beer, wine, spirits, and household stores has almost doubled, and, to the best of my belief, we are holding our own in the increase. The exact figures of this trade are not obtainable here.

The importation of iron, lead, and machinery was smaller last year. No new factories or mills have been built during the year.

## TARIFF.

Import duties were increased to an effective 5 per cent in September and the free list was abolished on everything except gold, silver, and cereals. The free list had covered tobacco, household stores, and practically everything for the use of foreigners. On goods previously dutiable, the "effective 5 per cent" increases the former duty about 50 per cent.<sup>a</sup>

## TRADE OF MANCHURIA IN 1901.

The following is from a report by Consul Miller, of Niuchwang:

## AMERICAN FLOUR.

The result of the year's trade shows that American flour is increasing in popularity even in this great grain-producing country, where corn, wheat, millet, and beans grow to perfection. The first considerable shipment of flour to this port was in the year 1899, when the quantity imported amounted to 104,854 haikwan taels<sup>b</sup> (\$75,547). The following year, on account of the troubles in China, this amount was increased to 231,957 haikwan taels (\$167,171). This greatly augmented importation, due to the abnormal conditions, led to the prediction that there would be a

<sup>a</sup> For the text of the new Chinese tariff see Advance Sheets of Consular Reports, No. 1481, October 29, 1902; Consular Reports, No. 267.

<sup>b</sup> In 1899, the haikwan tael was valued at 72.05 cents; in 1900, 72.07 cents, in 1901, 73.3 cents.

considerable falling off in future imports, but the amount brought in during the year 1901—176,321 haikwan taels (\$129,243)—indicates that the Chinese desire for American flour has become permanent, and that it will continue to be imported in increasing quantities. The Shanghai flour, made from Chinese wheat and manufactured by the modern roller process, is an active competitor and sells for about 10 cents less per sack of 50 pounds.

These figures do not include all of the flour imports for the year, as a larger amount, no doubt, was brought into Manchuria via Port Arthur, where there are no customs and consequently no returns.

#### COTTON AND COTTON GOODS.

The climate of Manchuria is very cold, the thermometer falling as low as 20° to 50° F. below zero, according to the locality. It would be expected that in such a climate there would be an excellent market for woolen goods, but such is not the case. Very few woolen goods are used. Padded cotton garments and sheep and goat skins constitute the clothing of the poorer classes, and padded silks and fine skins and furs are worn by the well to do.

Cotton for padding garments, cotton yarn for making cotton cloth, and cotton goods constitute much over half of all the imports. The total imports, native and foreign, into this port for the year amounted to 33,852,240 haikwan taels (\$24,813,692), and in this cotton, cotton yarn, and cotton goods figured to the extent of over 20,000,000 haikwan taels (\$14,660,000).

The great item in the trade of Manchuria, therefore, is clothing. The rough life of these hardy people requires a strong and substantial cloth, much more so than is demanded in the milder sections of China, where the conditions of life are much less harsh.

The supply of the entire trade can be roughly divided into three equal parts: One-third from native goods manufactured by handlooms from native cotton; one-third cotton drills, jeans, and sheetings from the United States; and one-third, consisting chiefly of cotton yarns, from India, England, Japan, and China.

The greatest competitor that America has in this market is Chinese cotton goods made from yarn from the mills of India, or from the mills at Shanghai, and manufactured into cloth on handlooms by the Chinese themselves. The native cotton cloth is considered stronger than the imported, and its popularity is due to this fact.

#### COTTON FLANNEL.

These goods are growing in popularity in Manchuria, and if special efforts were made to increase their use, a large and permanent market could be created. American cotton flannel possesses the most important requisites for clothing in this portion of China, viz, strength, warmth, and cheapness. Of foreign underwear and clothing little is known as yet, and only very small quantities have gone far inland. It seems that this would be a splendid opportunity for our manufacturers to enlarge their trade by judicious advertising. In 1899, the importations from America amounted to 56,647 haikwan taels (\$40,814), and in 1901 to 104,884 haikwan taels (\$76,880). From Japan in 1899 they were 11,763 haikwan taels (\$8,476), and in 1901, 9,398 haikwan taels (\$6,889).

#### KEROSENE.

American kerosene was imported in 1901 to the amount of 3,172,000 gallons, or an increase of 1,000,000 gallons over the largest imports of any former year.

The returns for the year, however, do not show the true imports of kerosene into Manchuria, for the reason that large quantities came through Dalny and Port Arthur, and were sent to the interior by train. No tariff was collected on this oil, nor were any statistical returns made of it. Most of the oil imported via these two ports was of Russian origin.

Bean oil has heretofore been used by the natives for lighting purposes; but now they are enabled to sell the bean oil and purchase kerosene, profiting by the exchange and getting a much improved light. The cheaper transportation which should follow the introduction of railroads would probably cause an enormous increase in the consumption of kerosene.

American kerosene in Manchuria is meeting with the strongest kind of opposition from Russian oil. The great advantage of the American product is its superiority; the Russian is cheaper. American kerosene will no doubt be seriously handicapped by the more favorable rates that the railroad will give to the Russian product.

## TRADE PROSPECTS.

While cotton goods, kerosene, and flour constitute the great bulk of the trade of the United States with Manchuria, commercial possibilities are in nowise limited to these articles. Notwithstanding the fact that the trade of this port was most seriously disturbed by the recent troubles in China, the future is bright. The earning power of the people of Manchuria is far ahead of that of most sections of China, and that their capacity to purchase foreign wares is becoming greater is shown, as far as the United States is concerned, in the increase of American goods imported, from 1,800,223 haikwan taels (about \$1,800,000) in 1891 to 8,474,895 haikwan taels (\$4,665,162) in 1899, and almost as much for 1901. The general increase of foreign goods imported was from 6,060,683 haikwan taels (about \$6,000,000) in 1891 to 21,775,930 haikwan taels (\$15,689,558) in 1899 and to 17,148,289 haikwan taels (\$12,569,696) in 1901.

## EXPORTS.

The imports into Manchuria from the United States are sufficient to warrant a permanent direct steamship service to the new port of Dalny, but in exports from Manchuria to the United States, the case is quite different. Considerable attention has been given the subject, and it is found that the lack of return cargo is the serious drawback to a direct steamer service with the eastern terminus of the Siberian Railroad.

Manchuria is remarkably productive, its exports are continually increasing, and there is opportunity for a great expansion of trade. Manchurians are not as conservative as the inhabitants of other interior districts of China, and it is thought are more likely to adopt articles of foreign manufacture. Comparatively, they are much greater travelers, and there is extended intercourse among the peoples of the different provinces. During the summer season, thousands are engaged in carrying produce to market by means of boats. In winter, when the rivers are frozen, transportation is effected by carts, usually with seven mules or ponies attached. These carts often travel a distance of 600 miles or more and are from thirty to fifty days on the road to Niuchwang. Often during the present winter as many as 2,000 carts a day have arrived at this city. The hardy Manchurians do not hesitate to undertake these arduous journeys, even when the temperature is as low as 40° or 50° below zero.

Not over 10 per cent of the population of Manchuria are true Manchus; 90 per cent are Chinese, most of whom are immigrants from the northern provinces of China, and this accounts for their hardy, aggressive nature. The diversity of their industries and modes of life renders it easier for them than for the average Chinaman to enter into relations with foreigners.

If political conditions permit the advent of foreigners to develop commerce and industry throughout Manchuria, there is no doubt that there will be an enormous expansion of trade between this country and the United States.

## RUSSIAN SETTLEMENTS IN MANCHURIA.

There are now three well-established Russian settlements. The largest and most important is the naval station of Port Arthur, which up to the present time has also taken the lead in Russian commerce in this section. The second is the new city of Dalny, 45 miles north of Port Arthur, on the splendid Bay of Talienwan. This is to be the commercial terminus of the great Siberian Railway, and has been declared open for business. Dalny is provided with great piers where vessels drawing 30 feet of water can come alongside and transfer cargo from cars direct from St. Petersburg.

It also possesses the only commercial dry dock in Asia north of Japan.

It has been definitely settled that the Chinese imperial customs, for the collection of tariff on goods going into the interior of Manchuria beyond the territory leased to Russia, is to be established at Dalny. The Government has just established extensive works there for manufacturing iron pipe for the water systems of Dalny and Port Arthur, as well as to meet the requirements of the railway. Iron for this purpose is brought from Russia in the form of pig iron. The coal is imported from Japan.

The third Russian settlement is at Harbin, in the province of Kirin, at the junction of the Vladivostock and the Niuchwang, Dalny, and Port Arthur branches of the Siberian Railway. Harbin has a well-established Russian population of between 4,000 and 5,000.

In all three of these settlements, Russian and Chinese are practically the only languages spoken, and a foreigner unfamiliar with either would have some difficulty in making known his wants.

## OPPORTUNITIES FOR YOUNG AMERICANS.

Russian interests on the Pacific are developing rapidly, and their connection with English-speaking people requires, in many instances, persons who can speak and write both the English and Russian languages. Young men with this attainment receive immediate employment at good salaries. The demand for persons familiar with both tongues is sure to continue, and I do not hesitate to recommend to young men who have the opportunity to study the Russian language. English or American mining engineers and expert mechanics who also speak Russian can secure good positions. Russia is just beginning to come into intimate contact with English-speaking people. She is much in need of the knowledge and experience possessed by the latter, and is willing to pay generous salaries to satisfy her wants.

## RUSSIAN TRADE IN MANCHURIA.

The Russo-Chinese Bank has established a commercial branch for Manchuria, with a special view to pressing the sale of Russian kerosene, Russian sugar, and other Russian products.

Russia's oil and sugar are already finding a market here; she is beginning to sell cotton goods in this part of the world, and the wheat fields of Siberia will soon be furnishing flour for the oriental trade. Her fleet of coasting steamers is already large enough to do an extensive shipping business, and she is liberally subsidizing all lines.

It is currently reported that Russia is desirous of settling large numbers of immigrants in Manchuria, and that she has asked permission to bring in one body of 10,000.

The richness of the country and the fact that it is underpopulated naturally account for the desire on the part of the Russians to press into Manchuria.

In conversing with Russian officials and merchants in regard to the maintenance of the open-door trade policy in Manchuria, whereby all the nations would have equal opportunities for commercial competition, I find that they are universally of the opinion that Russian trade can not flourish here under such conditions. They affirm that a preferential tariff is essential to the development of Russian trade in this territory.

## HONGKONG.

The imports of Hongkong are estimated at about \$20,000,000 and the exports at some \$10,000,000. Owing to the lack of statistics, it is impossible to give an accurate statement of the trade. Consul-General Rublee says that the principal articles of American origin that sell in that market are kerosene, flour, ginseng, lumber, canned goods, and sewing machines. The competition in manufactured articles is keen, and American exporters suffer because they are not so well represented as are the English and German houses. During the year, two new American institutions have been established in Hongkong—a bank and a sewing-machine agency. The prospects for both are good. Our cotton goods, which are so popular in northern China, do not suit the market in the southern sections in the country, because of the heaviness of the material and the high price. There is no doubt, however, that we could supply the goods wanted if our exporters were fully informed as to the requirements of the trade. Our flour trade is satisfactory, and the Chinese are more and more inclined to substitute flour for rice as an article of food. There is a demand, says the consul-general, for iron safes of United States manufacture, and the market for canned fruit, vegetables, and salmon is not as thoroughly exploited as it might be. A sample room for the sale of hardware and tools was established in Hongkong last summer by an American firm, and many sales have already been effected.

United States imports from Hongkong in 1901 were valued at \$1,299,722 and exports thereto at \$8,058,900.

## DUTCH INDIA.

Consul Rairden, of Batavia, gives the total imports in 1901 as \$91,691,600 and the exports at \$102,096,700. Imports from the United States increased during the year under review, amounting to \$1,583,000, or some \$400,000 more than in the previous year. American firms, says the consul, seem at last to realize that they must send representatives abroad if they expect to compete successfully in foreign trade, and many commercial travelers from the United States are now visiting Java. Our shipments of flour have increased, also of carriages and machinery, particularly rice machinery. Bicycles, on the other hand, have fallen off, on account of the high prices demanded, as compared with wheels of German and Dutch make. Exports to the United States were valued at \$19,507,900. They consist of coffee, tea, quinine, sugar, tobacco, bamboo hats, gum damar, spices, hides, and pepper.

## FRENCH INDO-CHINA.

Commercial Agent Schneegans, of Saigon, says that our trade with Cochinchina is much hampered by the fact that the French general tariff is in force in that colony. In consequence, nearly all the goods imported are of French origin. The United States has only two important lines of trade—kerosene and flour, which last is received from the Hongkong and Singapore markets.

Consul-General Skinner, of Marseilles, says:

France, after Russia and England, is the greatest European power in Asia, and has the greatest interest at stake. In this part of the world, the annual commerce of Great Britain with all of the Asiatic countries other than her own colonies amounts to \$115,800,000, a sum equalled by the commerce of France with all the regions of Asia other than the French colonies. The rapid progress of the Indo-Chinese colony is pointed out as a proof of the French capacity to administer. The colony has now been controlled twenty years by France, and the future is considered most encouraging. France took, in 1900, \$7,200,000 of the imports and sent \$10,970,000 of the exports.

La Quinzaine Coloniale, of Paris, has the following:

In his report on Indo-China, M. Doumer has shown the economic progress which the colony has made during the five years of his administration. The results obtained are remarkable, and few countries assuredly have experienced so rapid a development. The general commerce, including goods in transit and the coasting trade, has increased 148 per cent since 1896. The following table gives the value of the imports and exports:

Year.	Imports.	Exports.
1897 .....	\$17, 019, 817	\$22, 342, 181
1898 .....	19, 771, 759	24, 231, 790
1899 .....	22, 284, 914	26, 397, 584
1900 .....	35, 906, 567	80, 082, 082
1901 .....	39, 043, 137	51, 026, 069

This shows an increase in the imports of 150 per cent and in the exports of 82 per cent from 1896 to 1901. Indo-China produces nearly all the raw material necessary to manufactures, and, on account of the extreme cheapness of manual labor, competition by European workmen is impossible. Since 1897 the general commerce, favored by five good consecutive harvests, has risen from \$49,624,799 to \$103,245,326, including the import, export, transit, and coast trade. As a result of this general prosperity, scientific institutions already created have been developed and new ones founded—the French School of the Far East, the Pasteur Institute of Nha-Trang,

the Bacteriological Institute and Laboratory of Hanoi, and the Meteorological and Magnetic Observatory of Phu-Lien.

The colony has been authorized to make a loan of \$38,600,000 for the construction of over 1,000 miles of railway, of which 200 will soon be completed.

Consul Covert, of Lyons, submits the following as to economic conditions in Tonkin:

I am informed that it is the intention of the Government to make such improvements in the port of Haiphong as to give free room for the largest ocean steamers, for which \$4,000,000 is to be voted. A new governor—M. Beau—has been appointed for the colony, and the work has been postponed until he is sufficiently at home in his new post to undertake it.

Haiphong is a city of 16,000 inhabitants, the first port and the second city of Tonkin. The population of Tonkin is about 6,800,000, among whom are 2,500 Europeans. The capital of Tonkin—Hanoi—has a population of 50,000. M. Ulysse Pila, of Lyons, in a lecture on Tonkin delivered in this city, stated that almost everything can be grown there and that the country offers an opening for many varieties of business. The raw silk produced is of an inferior quality and is sold for 14 francs (\$2.72) per pound. The soil of Tonkin in and around the rich bottom lands of the Red River at Haiphong is capable of producing everything known to agriculture. The climate is enervating, but not dangerous. Healthful food, regular meals, plenty of sleep, and abstinence from alcoholic drinks are declared to be the only safeguards necessary in order to avoid fevers and other diseases feared by Europeans.

Tonkin has been compared to Java. Besides being able to produce everything that Java can produce, it offers a good field for silk culture. Students of the French colonies advise the extensive culture in Tonkin of tea, tobacco, coffee, silk, indigo, cotton, ramie, oil seeds, and flax.

Imports into the United States from French India in 1901 amounted to \$3,000 and exports thereto to \$49,100.

#### JAPAN.

The figures for the total trade of Japan and for the commerce with the chief countries in 1901 were:

Total imports .....	\$127, 396, 689
Total exports .....	125, 670, 072

Country.	Exports.	Imports.
United States .....	\$36, 010, 060	\$21, 299, 176
Great Britain .....	5, 718, 286	25, 186, 742
China .....	21, 376, 938	13, 573, 979
Hongkong .....	20, 809, 750	5, 548, 610
Germany .....	2, 615, 083	14, 108, 410
France .....	13, 583, 284	1, 868, 906
British India .....	4, 809, 482	21, 304, 392

The following extracts are from the annual report of Consul-General Bellows, of Yokohama:

The annual return of the foreign trade of the Empire of Japan for 1901 shows a healthy growth of commerce, the exports having been greater in value than for any previous year in its history, and the imports, which are still slightly in excess of the exports, being surpassed only by those of 1898 and 1900. Since 1895 the imports have continually exceeded exports, and the decrease in the excess is very encouraging to the Japanese. Although the total value of the imports decreased only about 11 per cent as compared with 1900, the value of those purchased from the United States has decreased more than 31 per cent, so that we furnished last year only a little over one-sixth of the whole and are again outranked by both Great Britain and British India.

#### IMPORTS.

The principal imports into Japan from the United States are raw ginned cotton, kerosene oil—these two together making up more than half the value of the whole—and different kinds of machinery, engines, electrical apparatus, etc.

**Machinery.**—In electric-light apparatus, we are not holding our own as compared with 1900, though we still furnish over 60 per cent of the total imports of this commodity. With regard to fire engines and pumps, implements and tools of farmers and mechanics, locomotive engines, crane machinery, weaving machinery, and steam boilers and engines, the United States has made important gains in the value of her exports to Japan and, in all except the last, in the per cent of the total which her share represents. Of photographic instruments and apparatus, sewing machines, watches, condensed milk, and salted fish, our country has slightly increased its exports to Japan, although in each of these the total imports have decreased. The value of the telephones imported last year was about half as great as in 1900, and Belgium supplied more than half, the United States furnishing about 27 per cent of them, while in 1900 her proportion was 33 per cent.

**Flour.**—It has been ascertained that the soil and climate of the northern island of the Japanese group are well adapted to the production of wheat, barley, and similar grains, and a big flour-making company has recently been started in that part of the Empire. It is estimated that some 10,000,000 pounds of flour annually are now being turned out, and the company hopes in time to prevent the importation of American flour. Last year, the importations of flour from the United States amounted to more than 63,000,000 pounds, which is only about three-fourths as much as in 1900; but probably the falling off was due to stocks carried over. We have no important competitor in this commodity, but Australia sends five-eighths of the wheat shipped here, the total wheat import amounting to 11,500,000 pounds.

**Alcohol.**—About four-fifths of the alcohol imported last year came from America, this being the first year that she has been in the lead in this article.

**Leather.**—Our country still keeps the lead in sole leather, of which it furnishes about three-fourths, but in sales of other leather it is falling still farther than formerly to the rear. The total import of sole leather for the year under review decreased by 800,000 pounds, and that of hides and skins increased an equal amount, while other leather gained a very little.

**Wire.**—The importations of iron wire and small rods have fallen off more than two-thirds and that of telegraph wire one-third, while the interest of the United States in these commodities has decreased in still greater proportion.

**Steel, iron, etc.**—Of materials for bridges and buildings, the United States in 1900 sent almost two-thirds of the amount received in Japan; for 1901 she is credited with less than one-third, while Great Britain has advanced to more than half.

In "steel other than mild steel," steel-wire rope, brass and copper tubes, mercury, and nickel, Great Britain has the lion's share of the trade, and the United States is losing ground in all except steel other than mild steel and mercury. The imports of lead (pig, ingot, and slab) have steadily increased for several years, and the proportion of the United States has grown until last year it amounted to five-eighths of the whole.

**Oil.**—Nearly all the kerosene oil and much the larger part of the lubricating oil and paraffin wax imported come from America, while Great Britain furnishes most of the linseed oil. The importation of kerosene oil continues to increase, although it is believed that good petroleum veins exist in some parts of this and the northern island, and the Japanese are making constant efforts to extend the domestic production. Since 1899, there has been a gradual absorption of the smaller companies by the Takarada Oil Company, which now claims to have the greatest and richest area of oil fields, although the International surpasses it in thoroughness of equipment and in command of capital. The Takarada, which operates chiefly in Echigo Province, commands oil fields covering an area of 27,000 acres, in which are over 200 wells and boring machines, with a daily output of 52,000 gallons. There are now only three important oil companies in Japan.

**Paper.**—More than half the fancy glazed paper, match paper, and packing paper imported into Japan comes from Germany, the United States doing very little in these lines. There are 11 paper factories in Japan and they are steadily increasing their output, which this year amounted to 103,928,000 pounds; while the total importation, which was less than half as much as last year, was 17,359,000 pounds.

**Bicycles.**—The United States has almost a monopoly of the sale of bicycles and tricycles, and these machines are very freely used by the Japanese in the treaty ports and along the lines of foreign travel, the imports last year amounting to \$270,000. The wheels most readily sold cost from \$16 to \$25, and the retail dealers make a profit of from 15 to 20 per cent on wheels of late pattern. Automobiles are being shown, but there is as yet no market for them.

**Cars.**—The purchase of railway passenger cars was very much less in 1901 than in 1900 or in 1899, and almost all that were bought came from Great Britain, which also furnished most of the railway freight.

**Cables.**—The purchase of submarine telegraphic cables and underground telegraphic lines also fell off greatly as compared with the previous year, but the United States



considerably increased its sales and now stands slightly ahead of France and Great Britain, while Germany has risen from the lowest place in 1899 to third in 1900 and first in 1901.

## EXPORTS.

The total exports of the country show a gain of 23 per cent as compared with the preceding year, and a gain of 17 per cent as compared with the highest year previously known. This gain is not due to exceptionally favorable circumstances in one or a few industries, but is distributed along all lines, very few having fallen at all below former standards, and the greater number having shown decided advances. This seems to indicate a healthy growth, which it may be hoped will be permanent.

The late Minister Buck sent from Tokyo extracts from a British report, which read:

## FINANCES.

The scarcity of capital available in Japan for Government and private enterprises was perhaps realized more clearly in 1901 than ever before. The people were compelled to follow the example of the Government and postpone as far as possible new undertakings. The thought in the minds of many of the people prior to the revision of the treaties, that foreign money and enterprise were merely awaiting the opening of the country and would then invade Japan in a manner that might even be prejudicial to the national interests, is now recognized to have been an idle fancy. The question now is how to tempt the investment of such capital, on terms that appear satisfactory to the Japanese would-be borrowers themselves. Further efforts were made, both by the Japanese and by foreigners interested in the commercial and industrial development of the country, to relieve the financial pressure by the introduction of funds from abroad.

Private railway companies, in particular, stand in need of working capital at moderate rates of interest, and the question of foreign money being utilized in railway enterprise attracted much attention during the year. To an inquiry addressed to the minister of communications by the Hoku-Etsu Joint Stock Railway Company, as to whether the holding of mortgages on railways was limited to Japanese or extended likewise to foreigners, his excellency replied to the effect that the subjects or citizens of all nations which had treaties with Japan containing stipulations similar to those found in articles 2 and 3 of the treaty concluded between Japan and Switzerland, enjoyed the right to hold mortgages on immovables. This official announcement, consequently, appears to settle the question in the affirmative in the case of most of the nations which have dealings with Japan. It is hoped that British and other foreign capital may now be available to assist in railway extension in Japan, and negotiations are on foot for that purpose. The point of difficulty is the question of security. Foreigners can not own land in Japan, and in the event of foreclosure, they would have to accept any price that might be obtained for it at public auction. In the case of mortgages on land, foreigners can indeed apply for a resale if dissatisfied, but they must then take the responsibility for the difference between the sum offered at the first sale, plus one-tenth, and the price it actually brings at the subsequent auction, if the mortgage immovable fails to realize a price higher by one-tenth or more than was originally offered. Public opinion in Japan seems gradually coming round to belief in the wisdom of removing the disability on the part of aliens to own land.

## KOREA.

Minister Allen, of Seoul, says:

Korea experienced a severe drought in 1901, which caused a very general failure of crops and much consequent distress. The trade for the first half of the year, however, was so good that the total was larger than ever before. The value of trade is given in the customs reports as follows:

Description.	Value.
Imports from foreign countries.....	\$7,359,093
Imports from Korean ports.....	2,596,196
Exports to foreign countries.....	4,214,051
Exports to treaty ports.....	1,491,641
Total.....	15,662,948

To this should be added:

Description.	Value.
Import of nickel blanks for coinage.....	\$300,106
Export of gold.....	2,486,689

As there is no direct communication between Korea and the United States, imports from the latter country do not appear separately, but are included with those from China and Japan. A considerable portion of the cotton goods imported into Korea from Japan is manufactured from American cotton. The same is true of the tobacco brought from Japan. Doubtless, many other of the articles imported from China and Japan are of American origin. By inquiry among American importers in Korea, it is found that the following importations of American goods have been made:

Description.	Value.
Kerosene and sundries.....	\$312,001
Mills, machinery, and supplies.....	249,000
Electrical plant and lumber.....	236,621
Total.....	797,622

The exportation of gold is increasing satisfactorily. Since Americans began mining operations in Korea, in 1896, the export has been:

Year.	Value.	Year.	Value.
1896.....	\$692,425	1899.....	\$1,460,824
1897.....	1,012,971	1900.....	1,809,259
1898.....	1,174,147	1901.....	2,486,689

### PERSIA.

The following extracts are taken from a report in the Bulletin Commercial, of Brussels:

The import trade of Persia during the period of 1901-2 (March 21, 1901, to March 20, 1902) amounted in value to 279,192,438 krans (\$27,174,536), as compared with 212,791,980 krans (\$20,711,824) during the preceding year, an increase of 66,400,449 krans (\$6,462,712). It should be noted, however, that this increase is not entirely the result of enlarged trade, but is due in some measure to the progress made in the reorganization of the customs administration by the better supervision of the frontiers, which renders illegal traffic more difficult.

The following table shows the value of the imports into Persia from various countries during the periods 1900-1901 and 1901-2. The figures do not include imports of silver in bars or the trade of the river Karoum.

Country.	Year ended March 20—		Country.	Year ended March 20—	
	1901.	1902.		1901.	1902.
Russia.....	\$9,199,661	\$11,071,828	Afghanistan.....	\$144,165	\$261,671
Great Britain.....	7,361,686	10,827,900	Germany.....	122,996	231,913
France.....	1,327,868	2,824,927	Other countries.....	425,390	742,465
Turkey.....	1,146,781	1,218,100			
Austria.....	968,281	996,729	Total.....	20,711,824	27,174,536

From this table, it is seen that eight-tenths of the imports into Persia are of Russian and British origin. An important fact to be remembered is that, owing to the proximity of Russian industrial centers and markets, many merchants from the north

of Persia go regularly to the fairs at Nizhni Novgorod and continue the journey to Kief and Moscow, where they complete their purchases. Merchants in the south of Persia, on the other hand, prefer to do business with English and Indian firms at Bushire, Shiraz, and Ispahan. Among the imports of Persia, the first place is held by cotton goods, the trade in which increases considerably every year. The total value of the imports of cotton piece goods during the period March 21, 1901, to March 20, 1902, was \$3,991,542, as against \$2,412,787 in the preceding period. Great Britain supplies the greater part of the bleached and unbleached cottons for the whole of Persia. Russian goods, although of inferior quality, find markets at Teheren, Meshed, and Taurus, owing to their advantage in price. Turkey, France, and Austria also send a certain quantity of printed and fancy piece goods.

Sugar occupies the second place among the articles imported into Persia. The value of loaf and candy sugar in the period 1901-2 was \$5,136,065, and that of moist and powdered sugars, \$999,788. The markets of northern Persia are supplied exclusively by Russian refineries, while the southern markets rely on English agents from Mauritius and French refineries. The German, Belgian, and Egyptian refineries obtain a small proportion of the trade. Teheran is the principal sugar market, and is supplied regularly by caravans from Enzéli and Resht.

Woolen goods are an article of luxury in Persia. The principal market for woollens is found in the north, where the winter is much more rigorous than in the south. In 1901-2, the imports were valued at \$1,524,159, as against \$1,070,630 in 1900-1901. Austrian cloths are predominant at Teheran and Tauris. They are noted for their uniform shade, fine appearance, and relatively cheap price. The descriptions most in demand are the half wool and serges, tissues of even texture, and fancy tissues in black, gray, brown, and dark blue.

A late issue of the *Bulletin de Géographie Commerciale*, Paris, says:

The direct route from the Orient to the West, which to-day is only a caravan track and to-morrow will be the principal trunk line of the great Indo-European Railway, will restore Persia to her privileged situation in the period when all commerce followed land routes, and she was the center of the exchanges of the then known world. This transformation will be facilitated by a soil which contains all the elements productive of wealth. Persia is of all explored countries perhaps the most abundantly supplied with minerals. In ancient Persia, agriculture flourished. At that epoch, as to-day, she owed her productiveness to irrigation. Europe is indebted for many of its best fruits to Persia; it is said the apple and the grape, certainly the peach and the apricot. She sent the first silkworm to France; from her plants come the most valuable of the vegetable dyes for woollens and textiles, and at the present day the use of aniline colors is strictly prohibited by the Government, to insure to her manufacturers of rugs their superiority and to preserve this source of riches.

The climate is excessively dry, and irrigation has reached a great perfection in this country. It may almost be said that nothing grows without artificial watering; but with it cotton, tobacco, the poppy, even sugar cane, are produced, while the harvests of cereals—rice, wheat, and maize—are abundant.

The inhabitants have long had a system of irrigation by means of subterranean channels, called *kanats*. These invisible conduits are sometimes 37 to 50 miles long, but much water is lost, and it is thought there would be an immense advantage in replacing them by pipes of cement or pottery; artesian wells may also be utilized to supply water.

The total value of the trade of Persia for the last fiscal year was 200,000,000 francs (\$38,600,000); of this, 56 per cent represents the commerce with Russia, 24 per cent that with Great Britain, 8 per cent that with Turkey, 5½ per cent the commerce with France, 4 per cent that with China and Japan, 2½ per cent that with Austria, one-half of 1 per cent that with Germany, and 1½ per cent that with other countries. The important trade in pearls amounted to \$2,895,000.

## PHILIPPINE ISLANDS.

The following extracts are from a report by the Bureau of Insular Affairs, War Department:

The monthly summary of commerce of the Philippines for December, 1901, completes three full calendar years of American control in the archipelago, during which time this Bureau, appreciating the great commercial benefit to American traders, has made every effort to obtain and publish exhaustive information bearing on the Philippine trade with the outside world.

The statements made in this review of Philippine commerce relate exclusively to goods which are duly entered and passed through the Philippine custom-houses, but do not include supplies imported by the United States Government for the use of the Army, Navy, Marine-Hospital Service, or by the insular government for its use or that of its subordinate branches. For example, the Manila ice plant; costing in the neighborhood of \$1,000,000, the Government printing plant, which cost about \$200,000, large supplies in the way of schoolbooks, furniture, etc., for the department of public instruction, were all purchased in the United States, but do not appear in the commerce of the United States with the islands. The insular disbursing agent at Washington disburses something like \$1,000,000 per annum for the insular government, all of which is for merchandise purchased in the United States. The insular purchasing agent at Manila also purchases extensively in the United States as well as in other countries, so that the total volume of trade between the United States and the Philippines is much greater than appears from the following.

In comparing the imports and exports for the years named, it will be noticed there has been a marked increase in volume. The imports of 1901 exceeded those of 1899 by eleven millions, and the exports had increased more than nine and a half millions in the same time. Trade in the islands has received an impetus since their transfer to the United States which, under the present conditions, is bound to continue. The only visible factors which will in any way check or impede an immediate greater development are lack of means of transportation and of proper agricultural machinery and methods. The construction of railroads and highways and the improvement of harbors will necessarily be gradual, but the introduction of proper farming machinery and implements should be immediate.

Natives are not expected to take the initiative in these matters, but they will adopt improved methods which are brought to their immediate notice. For instance, were a number of intelligent farmers, using up-to-date appliances, distributed among the different provinces, the trade in all that goes to properly equip a farm or plantation would soon reach great proportions. It would doubtless pay some of our manufacturers of machinery to experiment along this line. One of the alleged mistakes of the Spanish Government during its ownership of the archipelago was the discouragement of real estate tenure on the part of the inhabitants, the latter on this account being reduced to a condition of peonage, or, at the best, living as squatters upon Crown lands, and subject to eviction without notice. By legislation now pending, the United States Government proposes to make it possible for the natives of the Philippine Islands to secure for themselves lands in fee simple, and nothing is better calculated to induce thrift, industry, and a law-abiding spirit on the part of any individual than a home surrounded by a few acres of land that he may call his own.

#### IMPORTS.

By reference to the figures herein, it will be shown that the imports into the islands rose from a little more than \$19,000,000 in 1899 to nearly \$25,000,000 in 1900, and to more than \$30,000,000 in 1901, the increase for 1901 being 57 per cent over 1899 and more than 21 per cent over 1900, exports having risen in the same period from nearly \$15,000,000 in 1899 to about \$23,000,000 in 1900 and approximately \$24,500,000 in 1901. Customs duties on merchandise rose from \$4,411,680 in 1899 to \$7,700,679 in 1900 and to \$8,164,466 in 1901. During the latter years of Spanish ownership, the revenue from this source averaged between three and three and a half million dollars annually.

It is interesting to note the fluctuations in the volume of trade under the new order of things as regards its distribution. In 1899, the United States supplied 7 per cent of the imports; in 1900, 9 per cent, and in 1901, 12 per cent; the United Kingdom, 17, 22, and 18 per cent for these years, respectively; Spain, 14, 8, and 6 per cent; Germany, 5, 7, and 7 per cent; France, 2, 4, and 6 per cent; China, including Hongkong, 43, 31, and 16 per cent; British East Indies, 4, 7, and 11 per cent; Japan, 1, 2, and 4 per cent; all other countries, 7, 10, and 20 per cent. Quite a large portion of the Philippine trade is via Hongkong, and from reports, especially of exports, it would appear that Hongkong furnishes the archipelago a considerable part of its imports and absorbs a large percentage of its exports. This, however, is not the case, as Hongkong is simply a distributing point, bearing a relation to the Philippine products similar to that of Chicago to the grain crops of Illinois and contiguous States. It has not been found practicable thus far to trace the origin of imports from Hongkong, nor the ultimate destination of exports sent to that point. With the completion of the harbor improvements at Manila, which are now well under way, and with the honest and equitable port charges which are now in vogue, Manila is

destined to secure from Hongkong a great part of the trade now controlled by the latter. Manila is by nature located for the distribution of imports and exports of eastern Asia and Oceania.

The distribution of imports by continents for 1901 was: Europe, 44 per cent; Asia, 42 per cent, and North America, 12 per cent. There were no imports from South America and but an insignificant amount from Africa. Of exports Europe received 57 per cent, Asia 22 per cent, North America 19 per cent. Australasia supplied 2 per cent of imports in exchange for 2 per cent of exports.

#### EXPORTS.

For the three years named, United States took 27, 13, and 19 per cent of the exports, respectively; United Kingdom 24, 35, and 45 per cent; Germany less than 1 per cent for each year; France 3, 11, and 5 per cent; China, including Hongkong, 27 per cent in 1899, but in 1900, when exports to Hongkong were first recorded separate from those of China, the latter is charged with but 1 per cent, and in 1901 less than 1 per cent of the exports, Hongkong receiving 16 per cent in 1900 and 12 per cent in 1901, which would indicate but little actual trade with China in 1899; Spain 7, 7, and 5 per cent for the three respective years; Japan 7, 3, and 6 per cent; British East Indies 3, 4, and 3 per cent, and all other countries 1, 9, and 4 per cent. The great increase of exports to the United Kingdom consisted principally of hemp, a large portion of which eventually reached this country; the exports of this article to the United States show over a million dollars increase in 1901 over 1899.

#### DETAILS OF IMPORTS.

While the United States is yet behind certain other countries in the Philippine trade, there has been a great increase in its exports to the islands, which during the last years of Spanish control amounted to an annual average of barely 3 per cent of the total as compared with 12 per cent in 1901. The twelve principal articles, in the order of their importance, exported from the United States during the year 1901 were malt liquors; wheat flour; iron and steel and their finished forms; paper in its different forms; distilled spirits; glassware; cars, carriages, and bicycles; oils; cotton goods; wood and its manufactures; leather and its manufactures, and watches and clocks.

*Flour.*—The importations of wheat flour amounted in 1899 to \$382,261, in 1900 to \$475,236, and in 1901 to \$553,869, of which the United States furnished 17 per cent in 1899, 26 per cent in 1900, and 96 per cent in 1901; this would indicate a remarkable increase in the ratio supplied by the United States, but as China, including Hongkong, is credited with 81 per cent in 1899 and Hongkong alone with 66 per cent in 1900, the presumption is that the shipments so noted for these two years originated in the United States. One of the remarkable features in commerce of recent years is the new and rapidly increasing demand for wheat flour in such countries as China, Japan, and the Philippine Islands. It will be a matter of prime importance to North America should the people of the Philippines adopt wheat flour as a staple article of food instead of rice, the latter being at the present time imported by them in enormous quantities from the East Indies and China.

*Coal.*—The importation of coal has become quite an item, and is furnished almost entirely by Australasia and Japan.

*Clocks.*—The United States supplied about 40 per cent of the clocks and watches imported in 1901, France nearly 37 per cent. There will be quite a good demand for articles of a cheap grade in this line.

*Cottons.*—Cotton goods constitute the most important imports of the Philippines, aggregating more than \$7,000,000 in 1901, or nearly one-fourth of the total amount of merchandise imported during that year. These goods were furnished by many countries, the United Kingdom leading with 48 per cent, Spain following with 11 per cent, British East Indies with 10 per cent, and Germany 9 per cent. The United States furnished but 2 per cent. The quality of the goods is a matter of first importance in this trade, as the people of the Philippine Islands are like those of other tropical countries in preferring the cheapest material obtainable, provided it be in flashy colors. It may become possible later on to induce the people to choose a better grade of these goods, but it will require considerable time, and in the interim it will be necessary to cater to the peculiar tastes of the natives in order to secure their patronage.

Experiments in growing cotton from seed procured in the United States have been made in the province of Davao in Mindanao with such success that the culture of cotton will be tested fully, and if the results prove as successful as the persons interested in the trial believe, the consequences will be far-reaching in their effect upon the future cotton trade of the Orient.

*China, etc.*—Of more than \$700,000 worth of earthen, stone, china, and glass ware received in 1901, the United States supplied 41 per cent.

*Bags.*—The trade in bags for sugar is assuming considerable proportion. The French East Indies supplied 55 per cent and the United States 14 per cent out of \$131,882 worth imported in 1901.

*Fish.*—Of \$169,805 worth of fish and fish products imported in 1901, 44 per cent came from China, 34 per cent from Spain, and less than 5 per cent from the United States. It would seem that the United States might furnish a greater proportion of canned fish at least.

*Iron.*—Importations of iron and steel and their finished forms aggregated the sum of \$2,032,946 in 1901, as compared with \$1,451,880 in 1900 and \$392,730 in 1899. In 1901, the United Kingdom supplied 36 per cent and the United States and Germany each 21 per cent. It is notable that agricultural machinery and implements constituted but a small part of these figures.

*Jewelry.*—More than \$600,000 worth of jewelry was received in 1901, 90 per cent of which was from France, and but 2 per cent from the United States.

*Leather.*—There has been a decided increase during 1901 over 1900 in importations of leather and its products, the aggregate amounts for these years being \$362,968 and \$242,001, respectively. Boots and shoes to the amount of \$229,240 in 1901 constituted the most important products; of these articles, Spain furnished 62 per cent, Germany 12 per cent, and the United States 9 per cent. The prime reason for Spain's holding a larger part of this trade than any other country is that her dealers are thoroughly familiar with the wants of the people in this line and furnish what they demand, and allow long payments.

*Beer.*—The United States supplied 88 per cent of \$700,000 worth of malt liquors imported in 1901; the importations of 1900 amounted to over \$1,000,000, principally bottled beer, in which year the United States supplied 77 per cent.

*Musical instruments.*—The Filipinos are naturally inclined to music, and quite a demand has sprung up for musical instruments; for instance, in 1899 but \$1,500 was expended for piano fortes, in 1900 this had increased to \$8,310, and in 1901 to \$22,058, Germany furnishing about one-half.

*Paper.*—About \$700,000 worth of paper in its different forms was imported in 1901, of which the United States supplied 40 per cent. The imports for this year exceed those for 1900 by about 84 per cent.

*Provisions.*—Provisions, including meat and dairy products, increased from \$417,508 in 1899 to \$545,390 in 1900, and \$576,102 in 1901. With the exceptions of Africa and South America, almost the whole world participated in the shipment of this class of merchandise, China leading in 1901, with 29 per cent, and United Kingdom following with 25 per cent; Australasia is credited with 13 per cent, most of which consisted of beef and mutton; United States and Spain each furnished about 9 per cent.

*Perfume.*—France sent 60 per cent of the \$130,000 worth of perfumery and cosmetics imported in 1901.

*Rice.*—With the best of natural facilities for rice culture, the importations are constantly increasing. Among other causes in addition to the disturbed conditions which have made the Philippines a rice importing country are the improved methods employed in India, and the great mortality among the water buffaloes caused by the rinderpest. With the adoption of machinery and methods such as are employed in more advanced countries, there is no reason why the Filipinos may not once again produce sufficient rice for home consumption, and by so doing save millions of dollars each year for other purposes. Two crops of rice may be raised each year, but the crude methods employed and the lack of workmen where so much manual labor is done, rendered the production of more than one crop impossible, and that at present far too light for home necessities. Imports of rice rose from \$3,523,652 in 1899 to \$5,108,341 in 1901, exceeded in value as an imported article by cotton goods only. In 1899, China furnished more than 93 per cent, but the trade has shifted to French East Indies, British East Indies, and Siam, their united supply in 1901 being 71 per cent, China's less than 28 per cent.

*Silk.*—Silk and its manufactures to the value of \$852,868 was imported in 1901, as compared with \$442,974 in 1900 and \$186,853 in 1899. China furnished 38 per cent in 1901, the remainder coming from Europe principally and France with 21 per cent of the total, particularly; the share of the United States was too insignificant to figure in the ratio.

*Vegetables.*—Nearly half a million dollars' worth of vegetables were imported in 1901, mostly from China. It is thought that when the natives come into small holdings of land, the raising of vegetables for their own use and for the local markets will obviate the necessity of large importations of such as potatoes, onions, and others. A bureau of agriculture has been established, having under its supervision

experimental farms and stations, which will aid in this direction. The purchase of canned goods, however, will increase, and in this matter the United States ought to compete successfully with the world.

*Woolens.*—Wool and woolen goods amounting to nearly \$300,000 were imported in 1901; Germany sent 33 per cent, France 21 per cent, and the United Kingdom 19 per cent, the United States securing less than 1 per cent of this business. While the trade in woolen goods will always be small as compared with that in cotton products, yet it will be of sufficient importance to deserve attention.

*Ships.*—Steam and sailing vessels valued at nearly \$1,000,000 were purchased in 1901, the United Kingdom furnishing 41 per cent, Hongkong 22 per cent, and the British East Indies 25 per cent.

*Wines.*—Wines, sparkling liquors, and cordials to the amount of nearly \$350,000 were imported in 1901, Spain furnishing 47 per cent, France 28 per cent, and the United States 8 per cent. It is thought that California will be able to supply the bulk of wines used in the archipelago.

*Wood.*—The importation of wood and its finished forms has increased very rapidly, the figures being, for 1899, \$194,601; for 1900, \$223,504, and for 1901, \$532,572, the United States having 15 per cent of the trade of 1901. Timber and unmanufactured lumber came principally from China and the East Indies; in manufactured goods, Germany led with 22 per cent, the United States furnished 16 per cent, the remainder being widely distributed.

#### DETAILS OF EXPORTS.

*Hemp.*—In value Manila hemp constituted very nearly two-thirds, or \$15,976,640, of the exports of the islands for 1901, the United Kingdom taking 65 per cent, and the United States 26 per cent direct; more than \$800,000 worth went to Hongkong, but doubtless nearly all of this eventually reached the above-named countries. The United Kingdom, via London, the controlling market, distributes hemp to continental Europe and furnishes the United States about one-half of the latter's supply. It seems probable that the United States will soon secure its own hemp from the Philippines by direct shipment, as the change made affecting export duty presents advantages to American importers of which they will naturally avail themselves. A divergence of the bulk or of a large part of this trade to the United States will doubtless have a tendency to increase exchanges of other commodities. Exports of hemp have increased largely since the Spanish-American war, the quantity for 1901 being in excess of 1899 nearly 80 per cent, and of 1900, 40 per cent, and in value nearly 100 per cent and 20 per cent, respectively. This wide difference in value would seem to indicate a great depreciation in the selling price of hemp, but it must be remembered that owing to the effect of the war, the price of hemp was greatly inflated, and the demand for it for some time after the war was in excess of the supply. With the return of peace and the increased output, the price has naturally again become normal.

*Tobacco.*—Tobacco was next in value as an export in 1901, showing a healthy increase, which promises to continue. The figures for 1899 and 1900 and 1901 were \$1,931,253, \$2,261,232, and \$2,631,941, respectively. There was a very wide distribution during 1901, the countries taking the most being Spain, 26 per cent; United Kingdom, 23 per cent; Hongkong and Australasia, each 15 per cent.

*Sugar.*—Sugar exports for 1901 show an increased valuation of about \$160,000 more than the previous year. The development and prosperity of the sugar industry will depend to a great extent upon the adoption of modern economical methods of reduction. Of the two and one-half million dollars' worth exported in 1901, Japan took 49 per cent, 39 per cent was shipped to Hongkong, and thence probably reexported, and 12 per cent went directly to the United States.

*Copra.*—Copra is the next most important article of export. Quite a variation is noted in the values in the last three years, rising from \$726,653 in 1899 to \$3,182,481 in 1900, then falling to \$1,611,838 in 1901, in which year 69 per cent was shipped to France and 21 per cent to Spain.

The exportation for 1901 is in excess of the normal average for this article, and the apparent falling off for the period as compared with 1900 is probably due to the fact that the figures for the latter year include large quantities of copra that had accumulated, awaiting a favorable opportunity for shipment.

*Other.*—Among other exports of importance may be mentioned manufactured straw goods, including hats, which go principally to the United States and France; mother-of-pearl, nearly all of which goes to British East Indies; copal, to the United Kingdom and British East Indies; and hides of cattle, to British East Indies and Hongkong. The exports of these commodities have not yet reached great proportions, but they are growing rapidly and will in time become quite important sources of revenue.

Coffee was formerly exported to some extent, but at present not more than enough for home consumption is produced; a revival of this industry is predicted, provided the trees can be protected against the ravages of an insect that caused planters to abandon coffee raising when it was otherwise beginning to pay. In the flora of the Philippines only is found the famous Ylangylang tree, from whose flowers the delicate perfume of the same name is extracted. This essence forms the base of all high-priced perfumes. The demand for the article is good and its production rapidly increasing. The bulk of it goes to France.

With the readjustment of the laws regulating acquisition of timber lands by private individuals and by corporations, the exportation of valuable woods will become a handsome addition to the business of the archipelago. Prior to American occupation there were but few sawmills; the usual method consisted in using a hand saw with a handle at either end (similar to what is called "rip" saw), the power being supplied by two natives or two Chinamen, generally the latter.

#### TRADE BY COUNTRIES.

The articles of import into the Philippines during the year 1901, of which the United States furnished notably more than any other country, are:

Art works, including painting and statuary; watches; glass and glassware; telegraph and other electrical machinery; pipes and fittings; stoves and ranges; trunks and valises; plated ware; agricultural implements; saws; wheat flour; raw cotton; honey; pumps and pump machinery; safes; unmanufactured leather; malt liquors; spirituous liquors; wooden ware; oilcloth; patent and proprietary medicines; printers' ink; typewriting machinery; scales and balances; harness and saddles; paper; varnish; wool carpets; lubricating oils.

United Kingdom leads in the following: Iron and steel and their finished forms (taken as a whole); condensed milk; tar; zinc and its manufactures; copper and its finished forms; window glass; soap; turpentine; fertilizers; cotton goods (taken as a whole); butter; steam vessels; paints, pigments, and colors; linseed oil.

Germany leads in the following: Brass and its finished forms; chemicals, drugs, and dyes (except opium); needles, pins, and surgical instruments; firearms; lamps; furniture; barley; hops; rails for railways; printing presses; pianos and organs; wearing apparel (woolen); woolen yarn; celluloid and its products; hats and caps; builders' hardware; cutlery; sewing machines; woolen cloth; laundry machines.

Spain leads in the following: Books, maps, and scientific instruments; cork and its manufactures; cotton waste; raisins; hides; olive oil; candy and confectionery; hogsheads and barrels; bread and biscuit; wearing apparel (cotton); cordage and rope; canned fruits; boots and shoes; paper pulp; canned vegetables; candles; cotton knit fabrics; canned fish; games and toys; fish oil; still wines.

France leads in the following: Jewelry and manufactures of gold and silver; tulles and laces (silk); musical instruments (other than pianos and organs); raw wool; perfumery and cosmetics; brandies; sparkling liquors and cordials.

China leads in the following: Macaroni and vermicelli; chinaware; fish (as a whole); vegetable oils; glue; salt; spices; refined sugar; food preparations; eggs; lard; vegetables; fruits and nuts (direct or by Hongkong); crude petroleum; seeds; starch; cigarettes; pork products; roots, herbs, and barks; vegetable fibers; rosin; straw paper; silks (as a whole); straw and palm leaf, and manufactures of.

Japan leads in the following: Acids; mineral waters; walking sticks, umbrellas, and parasols; fans; paraffin wax; matches; knit fabrics (silk).

British East Indies leads in the following: Cattle; unmanufactured lumber; spermaceti and spermaceti wax; cocoa; opium; tea; dyes; sailing vessels; cars and carriages.

Australia leads in the following: Horses; anthracite and bituminous coal; logs; bran, middlings, and mill feed; hay; oats; beef products.

French East Indies in rice and in bags for sugar; Netherlands in cheese, and Russia in illuminating oils.



*Imports and exports, by countries, excluding gold and silver.*

Countries.	Twelve months ended December—					
	1899.		1900.		1901.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
<b>Europe:</b>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
United Kingdom .....	3,244,109	3,581,995	5,576,931	8,105,220	5,692,579	11,126,226
Germany .....	922,844	24,360	1,631,816	126,729	2,205,696	81,432
France .....	292,423	574,929	978,095	2,533,607	1,907,074	1,323,513
Spain .....	2,702,158	977,106	1,989,235	1,566,972	1,934,251	1,263,150
Italy .....	65,752	1,720	137,283	5,181	118,606	15,057
Austria-Hungary .....	72,131	750	88,634	406,865	117,765	80,150
Belgium .....	114,475		208,533	20	224,391	11,778
Denmark .....	10,124		13,093		4,063	
Gibraltar .....				12,802	388	3,481
Malta .....				5,919		
Netherlands .....	178,549	1,300	160,173		151,512	1,543
Portugal .....	373			185	520	
Russia .....	116,465		257,198		287,280	4,084
Sweden and Norway .....			4,730		1,256	
Switzerland .....	174,553	343	709,807	18,438	763,258	210
Turkey .....			199		48	
<b>Total Europe.....</b>	<b>7,893,956</b>	<b>5,112,503</b>	<b>11,750,727</b>	<b>12,781,888</b>	<b>13,408,686</b>	<b>13,910,574</b>
<b>Asia:</b>						
Arabia .....						167
China .....	8,333,443	4,013,506	8,127,569	238,827	3,884,966	118,008
Hongkong .....			4,610,913	3,870,994	1,165,738	2,924,974
Japan .....	184,398	1,022,020	441,319	794,453	1,061,131	1,584,218
Korea .....				520	428	400
Aden .....					107	92
Siam .....			51,173	42,304	689,841	432
Turkey .....				191	241	
British East Indies .....	784,363	368,345	1,745,124	1,009,388	3,384,065	728,163
Dutch East Indies .....	25,450	22,244	17,588	16,027	23,242	18,599
French East Indies .....			760,084	396	2,359,039	1,622
Portuguese East Indies .....				434		263
Other Asia .....					5,452	
<b>Total Asia.....</b>	<b>9,327,654</b>	<b>5,426,115</b>	<b>10,753,770</b>	<b>5,973,534</b>	<b>12,874,250</b>	<b>5,376,933</b>
<b>Africa:</b>						
British .....		3,341		16,069		30,152
French .....					533	
Egypt .....	5	41,119	4,276	612,340	4,087	282
<b>Total Africa .....</b>	<b>5</b>	<b>44,460</b>	<b>4,276</b>	<b>628,399</b>	<b>4,620</b>	<b>30,434</b>
<b>North America:</b>						
United States .....	1,353,086	3,985,255	2,153,198	2,960,851	3,534,255	4,546,292
Canada .....		4,721	4,084	15,605	61,325	11,241
<b>Total North America .....</b>	<b>1,353,086</b>	<b>3,939,976</b>	<b>2,157,232</b>	<b>2,976,456</b>	<b>3,596,580</b>	<b>4,557,533</b>
<b>Central America:</b>						
Guatemala .....				349		155
<b>South America:</b>						
Argentina .....				1,307		356
Bolivia .....						210
Brazil .....				1,920		
Uruguay .....				238		300
<b>Total South America .....</b>				<b>3,465</b>		<b>866</b>
<b>West Indies:</b>						
British .....					2,757	
Cuba .....				100		
<b>Total West Indies.....</b>				<b>100</b>	<b>2,757</b>	
<b>Oceania:</b>						
German .....		603				101
Spanish .....		2,822				
Australasia .....	616,273	320,103	197,774	621,892	575,972	621,200
Hawaii .....				4,290		2,806
Ladrone Islands .....	2,012					
Guam .....					606	2,751
<b>Total Oceania .....</b>	<b>618,285</b>	<b>323,528</b>	<b>197,774</b>	<b>626,182</b>	<b>576,578</b>	<b>626,856</b>
<b>Total all countries.....</b>	<b>19,192,966</b>	<b>14,846,582</b>	<b>24,863,779</b>	<b>22,990,373</b>	<b>30,162,471</b>	<b>24,503,353</b>

## PORTUGUESE INDIA.

The following statistics, showing the value of the trade of Goa in 1901, are taken from British Foreign Office reports, No. 2794:

The imports and exports carried by the West of India Portuguese Railway during the years 1900 and 1901 were:

Description.	1900.	1901.
Imports.....	<i>Tons.</i> 24,894	<i>Tons.</i> 25,772
Exports.....	5,849	4,412

The total value of goods (excluding those in transit) dealt with by the Mormugao custom-house during 1901 was:

Description.	Dutiable.	Free.
Imports.....	\$286,882	\$5,452
Exports.....	9,219	121,140

The total value of goods in transit, not dutiable, was \$2,647,415. There was an increase in the trade via the railway, owing to an improvement in crops in the southern Mahratta country. The oil business is developing, and it may be necessary to erect a second tank at Mormugao.

A description of the Portuguese colonies in Asia is given by Minister Loomis, of Lisbon, as follows:

## INDIA.

New Goa (Nova Goa), or Panjim, capital of the Indian territory, is built near the mouth of the River Mandovi, in the northern part of the island of Goa. In New Goa is the residence of the governor-general. It possesses good modern buildings, a medical and surgical college, a hospital, extensive barracks, custom-house, lyceum, archepiscopal palace, a school of art and industry, a department of public works, a governor's palace; Portuguese, Musselman, and Hindoo schools; library and government printing office, observatory, and light-house.

The principal exports consist of cocoa, salt fish, dried fish, timber, cotton, cattle, bamboo canes, coir, myrabolans, pepper, rice, woven fabrics, oils, and salt.

The principal imports are tar, pitch, shirt collars and cuffs, laces, hosiery, arms and ammunition, needles, wines and spirits, tea, coffee, corks, drugs, spices, wheat, tamarinds, European butter, cheese, sugar, boots and shoes, cloth, carpets, jewelry, cutlery, iron, paints, tobacco, and vehicles.

The area of the Portuguese colony in India is about 1,200 square miles; population, 561,384 inhabitants; public revenue, about \$1,000,000; public expenditure, \$1,135,000.

## MACAO.

A city built on a small peninsula south of the Chinese Empire; population, 71,800 inhabitants. It is the capital of the province and possesses some noteworthy buildings—four fortresses, a cathedral, castellated convent, three hospitals, ten churches, the governor's and bishop's palaces, barracks, seminary, lyceum, etc. It is the seat of the provincial government, the bishopric, and the finance department. It has an excellent harbor and the climate is temperate. The principal trade of this province consists in crude opium, sandal and camphor woods, tea, cinnamon, corn, and silk fabrics. These are exported on a large scale.

## TIMOR.

Population, 7,000 inhabitants. The island has several harbors, the principal one being that of Babam, affording shelter for a considerable fleet. The climate is very

hot and unhealthy; the flora abundant and luxuriant. In the interior are mines of iron, copper, sulphur, coal, and petroleum. Timor forms, with the island of Pulo-Cambing, the district of Timor, which constitutes a subordinate government. It produces corn, cocoa, rice, wheat, coffee, beans, and tobacco. It exports wax, coffee, corn, buffaloes, horses, and sandalwood. The capital is Dilly, situated on the northeast coast. This unhealthy place is traversed by two rivers—the Abay and the Cebo. The harbor is a most excellent one.

### RUSSIA IN ASIA.

The imports were stated in the Review of last year as about \$15,000,000 and the exports as \$31,000,000. United States trade with Asiatic Russia in 1901 was: Imports therefrom, \$26,600; exports thereto, \$1,013,300.

The following description of agricultural conditions in eastern Siberia has been received from Commercial Agent Greener, of Vladivostock:

Enoch Emery came to Siberia from Cape Cod forty years ago. He was the pioneer American merchant, and now has stores at Nikolaefsk, Habarofsk, Blagoveschensk, and Moscow. Governor Grodekoff said that he had increased the working force of the Amur territory 20,000 men by the introduction of American labor-saving machinery. Most of the supplies under the head of emigrant stores are furnished to the local government by him. American agricultural machines have enjoyed such an established reputation that it has long been a paying business to imitate them. The complaint now is that many cheap and inferior machines, mostly made in Germany from American models, are on the market. Since the retaliatory tariff took effect, February 7 (20), 1901, many American machines come via Germany, it is asserted, all American marks being carefully obliterated.

At present, there is no great demand for American machinery. The market is well stocked, crops are bad, money is scarce, the Government is closing down on credit, and the condition of the Siberian peasant farmer is deplorable. Efforts are being made to teach the peasant how to farm. In the United States, the foreign immigrant learns by everyday example rather than by theory. The Siberian peasant is not used to severe and unremitting labor; he has few wants and many holidays. Lately, some highly colored reports have reached us from America as to what Siberia was capable of doing in an agricultural way. It is suggested that American flour mills on the Pacific coast will soon be closed in consequence of the millions of acres here ready to be devoted to cereals. An uncertain climate, imperfect machinery, and unreliable labor are not factors for successful competition with the United States.

Notwithstanding the cheap transportation offered emigrants and the development of virgin soils, famine seems a periodical visitor, and it is here to-day. The central governments are literally besieged with clamors for bread, for medicine, for work, grain, hay—anything. Tomsk, Perm, Kerson, Yaronej, Khalkinsk, all join in this demand. It is safe to say that the United States need have no immediate fear of competition from this quarter, whether it be in grain or machinery, canned goods or cotton goods, production of gold, or building of ships. The new tariff has caused a rise in the price of all necessities.

### SIBERIAN RAILWAY.

The following notes for travelers over the Siberian Railroad have been received from Consul Miller, of Niuchwang:

Trains can be taken at Vladivostock, Dalny, Port Arthur, or Niuchwang daily for St. Petersburg, all-rail route except 27 miles across Lake Baikal. At present only second-class accommodations can be had from the Pacific to Irkutsk. First-class trains are expected to cover the entire route in a short time.

From Irkutsk three fast trains per week are run to St. Petersburg. These are fitted up with dining cars, bath, barber shop, and library. 'Slower trains run daily.' It is advisable to engage compartments or seats on the train a day in advance of leaving. Blankets, pillows, towels, and soap should be carried by travelers.

*Baggage.*—Baggage to the amount of 36 pounds is carried free, and all above that going into the luggage car is charged for. It is therefore advisable to have as much hand baggage as possible.

*Time.*—From Japan or China to New York via Siberia, the time required and cost of trip are about the same as across the Pacific and the American Continent. Travelers from London have been arriving at Niuchwang in twenty days.

*Language.*—Persons not able to speak the Russian language should have a small dictionary in their native tongue and Russian, or at least a book containing the words used for food, drink, and common requirements. Only Russian is spoken by trainmen.

*Money.*—In the matter of money, after leaving the Pacific all should be in rubles and kopecks. One ruble is about equal in value to 50 cents gold and 1 kopeck to 5 cents gold. Money can be exchanged at the banks at Vladivostock, Dalny, Port Arthur, or Niuchwang.

*Passports.*—Passports, viséed by a Russian consul, are required.

*Connections from China and Japan.*—Trains from Pekin and Tientsin make close daily connection with trains for St. Petersburg at Niuchwang, requiring two days' time from Pekin to Niuchwang.

Several steam lines run from Japan, Shanghai, and Chefoo to Vladivostock, Port Arthur, Dalny, Niuchwang, and Tientsin.

*Hotels.*—The best hotels are at Dalny and Niuchwang, and these are only fair. Port Arthur has as yet no hotel accommodations, and it is advisable to remain on the steamer until leaving by train.

Consul S. S. Lyon sends from Kobé, October 16, 1902, clipping from the Kobé Herald, as follows:

Prof. C. M. Lacey Sites, who recently returned to Shanghai by the Siberian route, writes:

"Rail connection is now complete to Port Arthur, except for the steamboat trip of five hours across Lake Baikal, and the trains run close to the wharves on both sides of the lake. From Irkutsk eastward, the old line is followed to a point somewhat east of China. The new line, branching to the south, enters Manchuria territory and brings up at a station called Manchuria. Here, the Russian railway proper ends and the Chinese Eastern Railway begins. The main line of the Chinese Eastern Railway strikes eastward directly across Manchuria to reach Vladivostock. At Harbin, however, the South Manchurian line diverges to the south through the rich valley of the Sungari, and so to Port Arthur.

"Coming eastward, it requires by the daily train nine days from Irkutsk to Port Arthur. This period is divided into three fairly equal sections by the division points, Manchuria and Harbin, where change of cars must be made and new tickets bought. There is a 'train avec restaurant' which runs at present once a week, making better connection, but as yet it is only scheduled to run between Irkutsk and Manchuria.

"The service is an all-the-year service and the ice-breaking steamers on Lake Baikal are supposed to keep up constant communication, but of course delays would be more serious in winter travel.

"Between the Irkutsk and Manchuria stations, one can travel 'first class,' although this means here about the same as second class in European Russia. Crossing the desert between Manchuria and Harbin, one finds the worst accommodation of the line. A third-class coach is labeled second class and reserved for first-class passengers. The 'differential' in the price of tickets does not soften the seats, but it improves the society. The coaches are of medium size and have only one pair of wheels at each end; this fact, with the paucity of things, aggravates the roughness of the roads. The seats, as in all transcontinental trains, run crosswise of the coach, leaving a passage way at one side running the length of the coach. The two seats facing each other in each compartment, together with the two upper bunks which can be put in place, are amply broad and long for single beds. Of course, the traveler must provide his own bedding.

"From Harbin to Port Arthur there are, although no first class, genuine second-class coaches of the omnibus type. From Harbin south, for a day's journey, the track is the newest and roughest of the whole line, so some jolting must be expected. The entire Chinese Eastern Railway is so recently built—being, in fact, not yet formally open to traffic—that the ordinary traveler must be prepared to 'rough it.'"

West of Irkutsk, and in northern Europe generally, second class is good enough for anybody. In the following summary, the figures for rates west of Irkutsk include the extra charges for sittings or sleeper; east of Irkutsk, there are none such:

From—	Rates.	
	<i>Rubles.</i>	
Berlin (via St. Petersburg) to Moscow (second class) .....	66	\$28.94
Moscow to Irkutsk (second class) .....	81	41.72
Irkutsk to Manchuria (first class) .....	26	13.39
Manchuria to Harbin (second class) .....	20	10.30
Harbin to Port Arthur (second class) .....	22	11.33
Total, Berlin to Port Arthur .....	205	105.56
Food, 20 days, say .....	60	
Hotel rooms en route .....	10	
Total necessary expense .....	275	141.63
Add for through trip:		
London to Berlin (first class), say .....	50	25.75
Port Arthur to Shanghai, say .....	35	18.02
Total, London to Shanghai .....	360	185.40

Commercial Agent Greener, of Vladivostock, transmits the following data in regard to the Manchurian Railway:

By the terms of agreement, the shareholders were to be confined to Russians and Chinese, the gauge was to be 5 feet, and the work to be begun within twelve months from the signing of the agreement and completed in six years. At the end of eighty years, the road was to become the property of the Chinese Government, with the proviso that China was not to be responsible for losses during this period and with the option of taking the road at the end of thirty-six years by paying the costs, debts, and interest; any surplus, after payment of shareholders, to be added to capital and deducted from cost of line to be paid by China. The Russian-Chinese Bank was organized to have charge of the finances. Work was commenced May 28, 1897, simultaneously from the east and the northwest, 110 versts (72.9 miles) from Nikolak and 324 versts (214.8 miles) from the boundary of Manchuria. A branch line was begun early in the spring of 1898, 3 miles above Niuchwang, running east a distance of 17 miles, and completed in May, 1899. In October, communication was established between Dalny and Niuchwang. From that time work was pushed all along the line. Harbin became another Pittsburg; American locomotives, tools, and supplies were used at all points. The loss and delay to the road occasioned by the Boxer outbreak can hardly be computed, and when work was resumed it was under the protection of Cossack troops. In 1901, construction trains were running over all the sections and the whole system was open to temporary traffic in November, 1901. In December of the same year a regular mail service was organized, the trip from Harbin to Port Arthur being made by an official in thirty-six hours. The road was formally opened to the public January 1, 1902. The committee of experts have estimated the total cost of the road up to January 14, 1902, to be 160,000,000 rubles (\$82,400,000). The receipts from July 1 to November 9, 1901, as reported, were 1,447,441 rubles (\$745,432). Passenger and baggage traffic figured at 188,286 rubles (\$96,967); freight rubles traffic, 955,379 rubles (\$492,020); sundries and Government service, 383,776 (\$197,645).

A daily train is scheduled to leave Manchuria station for Vladivostock via Harbin (time 112 hours) and for Port Arthur (time 125 hours). There is an observation car on both the Government trains and also on the International Litoral Company's train. By autumn, it is expected that there will be six of the former and three of the latter.

#### SIAM.

Consul-General King, of Bangkok, says that the imports in 1901 amounted to \$14,208,300 and the exports to \$22,117,200. Imports from England exceed those of any other country, and Germany comes next in the list. Imports from the United States were valued at only \$102,800, but this represents only the direct trade, and does not include

the large quantity of our goods that are transhipped at Hongkong and Singapore and are credited to those distributing ports. The real value of our imports into Siam may be more nearly stated at \$1,000,000, says Mr. King, than at the figures given in the customs returns. In bicycles and accessories, our country holds the first place (this trade amounting to more than that of all other countries combined); our shipments of wire and cables are increasing; also of lamps. We furnish all the flour consumed in Siam, except a few hundred dollars worth of rice flour. We hold the market in sewing machines and typewriters; also in electrical goods. In the large trade in cotton goods, however, the United States does not figure at all.

The *Revue du Commerce Extérieur*, of Paris, quotes the following official statistics of importations from the principal countries during 1901:

Singapore.....	\$5,328,730
Hongkong.....	2,905,851
China.....	457,910
India.....	587,827
United Kingdom.....	1,544,884
Germany.....	957,553
United States.....	93,513
Switzerland.....	216,414
France.....	76,019
Netherlands.....	143,120
Italy.....	97,469
Denmark.....	52,128
Russia.....	212

The exports declared for the United States in the fiscal year 1901 amounted to \$20,600.

Consul-General King transmits from Bangkok copy of a letter from the director of the Siam Canal, Land, and Irrigation Company, which requests the introduction of American agricultural implements, and describes the progress of irrigation in the country. The letter says:

The irrigation canals, which we have excavated and are still excavating, have opened up a large area of land for the cultivation of rice, which a short time ago was a wild-grass jungle.

Since the establishment of proper locks and sluices, this land has yielded excellent crops every year, and at the present time a large tract has been brought under cultivation. In many instances, the people have taken up more land than they can work by themselves, and for the necessary assistance have been compelled to resort to Laos labor. The demand for Laos labor is now greater than the supply, and wages are becoming exorbitant. As a result, the owners of the land will have to reduce the area under cultivation, or pay such prices for labor that only a very small margin of profit will be left.

In addition to the above difficulties, there is another very serious one in regard to the buffalo, which is necessary for the cultivation of rice. Owing to the ravages of disease during the last two or three years, the price for these animals has gone up 100 per cent. With the enhanced prices of labor and buffaloes, the margin of profit to the owners is now very small. In view of these circumstances, I believe there will be a very good opening for some enterprising firm of your country to introduce machines to take the places of the Laos laborers and of the buffaloes. But before introducing any machines, it would be best to send out some competent person to study thoroughly the manner in which rice is cultivated here, the condition of the soil and water, etc. Such a person would then know exactly what machines will be able to do the work required.

If it can be shown that rice can be cultivated successfully by machinery, there will be a demand for such machines, not only in this district, but in other rice areas of Siam, which will mean a considerable market for these manufactures of your country.

Mr. King adds:

In view of this letter and as showing something of the possibilities of the people of whom it speaks, the following may also prove of value:

#### LABOR IN SIAM.

The indolence of the coolie as he is found in the city is a most discouraging element in any plan that looks toward his development, but a broader view reveals the fact that this characteristic is largely due to his environment; for, separated from the influences of the city and in his more natural sphere—the fields, the forests, and the streams—the average Siamese laborer is more industrious than the tropical climate would lead one to expect.

In general, the tenant farmer of Siam lives and dies a laborer and makes no endeavor to become a landowner. Yet careful inquiries show that the number of tenants who have become proprietors varies with the incentive offered to improve their condition.

The percentage of natives who have acquired real property in different parts of Siam ranges all the way from zero to 10 per cent, while from the district about Klong Rangsit comes the encouraging record of over 50 per cent, and from some sections as high as 65 per cent. Here in this great plain, where the jungle has been converted by irrigation into productive fields, inducements have been held out to the poor man through a system of low prices, long time, and easy payments to become the owner of his farm, and he has responded in a most encouraging manner. Overcoming the temptation of the gambling houses and the trend toward dependence long accepted by his class, he has risen to this incentive in a surprising manner, and has in ten years converted the lair of the wild beast into a thrifty community of over 80,000 souls.

As to the prospects for American trade in other lines, Mr. King says:

The people here are especially appreciative of American notions and fancy goods, and a parcels-post system would greatly facilitate the introduction of such manufactures. American goods can be bought in Siam only by mail orders or through agents in no way responsible for the quality of the articles delivered. English, German, Danish, French, and Italian goods, on the other hand, can be bought by sample and through responsible agents to whose interest it is to see that the customer is satisfied. Catalogues, price lists, and pictures are of little value to the oriental, except for decoration.

No other factor in the whole problem of American trade with Siam is so detrimental to our interests as the demand in regard to payments that American houses invariably make of their customers. There is no reason why goods should not be sold on time here as well as in America. Banking facilities in Bangkok are as good as in any city at home; the standing of firms can be obtained on equally reliable information (through banks, etc.); and, finally, the courts in Bangkok are conducted in the same way as those in Europe and America. This is an extraterritorial country, and every nationality has jurisdiction over its own subjects. To my knowledge, there are three Americans trading in special lines in this city who prefer our goods and who have tried hard to do business with our countrymen, but each of these men has been driven to trade in England and in Germany, because of the treatment he has received.

The worst feature of the case is not the present loss to our commerce, but the fact that, day by day, trade is being diverted to other countries. Europe wants the trade of Siam; she is bidding for it, and she is getting it because she offers inducements which America is quite as well able to give, but does not.

#### STRAITS SETTLEMENTS.

Consul-General Williams writes from Singapore:

After months of close observation here, I am prompted to write of the urgent need of American business agents in Singapore, if our exporters expect to gain a fair share of this trade. British and German houses have agents constantly on the spot, and we must imitate the methods by which they have won control of oriental trade.

Of the exports from this consular district last year, valued at \$274,454,820 silver (\$134,482,860 gold), 9.8 per cent went to the United States, while of \$325,251,448 (\$159,373,210) imports, only one-half of 1 per cent came from our country. Thus it

is seen that Americans purchase in this market nearly twenty times the value of what they sell. This inequality is entirely due to want of representation of American interests.

With exports from the Pacific coast, Europe should not be able to compete, for our Pacific coast is 5,000 miles nearer the 550,000,000 buyers in Japan, Korea, China, Siam, and Polynesia than are our European competitors for such trade. Our rivals have also to pay the enormous tolls of the Suez Canal before they can land a cargo in the Orient. At present these tolls are more than one-half the gross freight from Singapore to New York. Exports of tin, gambier, rubber, gutta-percha, copra, coffee, spices, etc., can thus be put into the American manufacturer's hands at \$5 per ton less than the price paid by the manufacturer of Europe. Our business men should not fail to take advantage of these conditions.

### TURKEY IN ASIA.

Consul Ravndal, of Beirut, says that the introduction of American farm implements bids fair to revolutionize the farming industry in that part of the world. Our tinned meats find a ready market, though our ham is under the ban. The bulk of the ham imported, however, according to the consul, is American, though it does not bear the stamp. Although statistics show a slight decrease in the imports from the United States last year, there has really been satisfactory progress made.

The total imports at Beirut were \$8,950,000, of which \$95,400 came from our country. The exports amounted to \$3,650,000, of which \$34,300 worth went to the United States. Imports at Haifa from the United States were valued at \$6,000 and exports to our country at \$4,100; the total imports were \$639,500 and the exports \$1,446,900. The imports of Tripoli amounted to \$2,016,100; the exports to \$1,832,100. Of this \$156,700 was sent to the United States. The exports from Damascus to the United States—mostly wool—were valued at \$179,600. The Damascus-Mecca Railway, says Mr. Ravndal, is slowly progressing. The Belgians seem to have secured the contract to furnish all the material.

Consul Jewett, of Sivas, gives the total imports in the fiscal year 1902 as \$1,711,500, of which the United States sent \$13,000 worth, England \$174,000, and Germany \$309,000. The exports amounted to \$1,648,500. Imports consist only of staple necessities and a small quantity of cheap luxuries. Machines are too costly to be imported, and nearly everything—shoes, stoves, nails, calico prints, etc.—is made by hand. The governor of Angora is considering the purchase of 100 two-horse reapers to rent to farmers. He has applied to representatives of American firms at Constantinople. Italian cottons are having an increasing sale, to the detriment of products from other countries. The pumps and saws used are of American manufacture. The chief exports are rugs, sausage casings, skins, and wool.

In a later report, Consul Ravndal says:

American machinery has finally invaded this country. As yet only the advance pickets are here, but they promise to hold the ground. It is chiefly along agricultural lines we are progressing. I have already noted the advent of American wind-mills to these regions. I am now able to state that this year, for the first time, reaping machines have been employed by native farmers. These pioneers all came from Chicago. Eleven were working during the late harvest, in Cœle-Syria and 26 in the plain of Eedraelon. Also, for the first time in the history of this country, the present year has witnessed the introduction and operation in Syria of a steam thrashing outfit. It came from Richmond, Ind., and caused considerable stir in Cœle-Syria, where it was installed. Its success was complete, even to the bruising of the



straw—a most important item, since, in the absence of hay and with the sparing use of oats, barley, and other grains, crushed straw, in these parts, constitutes the staple food for stock. Furthermore, for the first time in the annals of Syria, an oil-motor flour mill has been successfully started in this land; it came from Indianapolis, and is now grinding wheat in Lebanon. It will soon have many colleagues, owing to the scarcity of waterpower. Among late orders from the United States, not yet filled, I would mention a steam plow for Coele-Syria and 80 walking plows for the Haifa district; also some hayrakes and mowers, forks, hoes, harrows, land rollers, cultivators, pumps, and petroleum engines, besides a few farm wagons.

The following extracts are from the report of Consul Norton, of Harput:

I am glad to chronicle a steady increase in importations from America into Harput since the establishment of this consulate at the close of 1900, as well as a marked increase in direct exportations to America.

The following are the more important branches in which a foothold has been gained which promise development:

*Bicycles.*—Following the introduction of the bicycle which I brought with me, there has been an importation of twelve American wheels. The roads about Harput are well adapted to wheeling, and during the coming year it is planned to introduce our bicycles at Diarbekir, Malatia, and Karahissar, all places surrounded by excellent highways. An agency for American bicycles is organized here and sells a strong, durable wheel of simple type, well adapted to the needs of this region, for \$30.

*Irrigation appliances.*—An agent has taken up the introduction of irrigation machinery. A consignment of American pumps and horsepower has been received the past summer, and has already been put into active operation. This simple and economical method of raising water is well adapted to the needs of the great Harput plain, where water is found abundantly not far from the surface and animal as well as human power is exceedingly cheap.

The question of irrigation here, as in the Southwest of the United States, outranks every other factor in the economic development of the country. Negotiations have already commenced for the introduction of our windmills for raising water. I have devoted much attention to the matter with local capitalists. They are endeavoring to raise a fund sufficient for the purchase of an American drill. Should the experiments with either method yield satisfactory results, there would be no hesitancy in adopting either or both forms of solving the problem.

*Agricultural implements.*—As mentioned in my last annual report, an agency for the sale of our agricultural machinery and implements was established in 1901, and a variety of plows, harrows, and drills, as well as a reaper, were imported. The experimental trials have been made upon an extensive farm near the Euphrates, some 25 miles from this consulate. Some time was lost in training horses to work with the plows and other implements.

The results obtained from the deep plowing of the American plows were striking, when compared with the yield of grain in adjacent fields where the ground had been "tickled" by the primitive native implement. Equally striking results were obtained when the wheat drills were employed, instead of the customary broadcast seeding. The reaper was used during the harvest of the past summer. After overcoming some minor difficulties, it was found to work quite successfully. It now accomplishes in one day the work of 40 men. When both horses and drivers are thoroughly accustomed to the work, it will probably replace 70 to 80 men.

As the chief item in raising grain here is the cost of harvesting, it may readily be imagined that the introduction of such a labor-saving appliance caused no little stir in a region where the laboring population is so exceptionally dependent upon the earnings of harvest time. Soon after the reaper was running regularly and smoothly, the price of a day's labor descended promptly 30 per cent—from 204 cents per diem to 14 cents. The enterprising agent—a graduate of an American agricultural college—was forced at once to face a condition of affairs similar to that which followed the introduction of the spinning jenny and the cotton gin. Every attempt was made to wreck the dreaded innovation, so that it was necessary to keep it at night in the owner's habitation. His garden of American vegetables was destroyed, his fruit trees were cut down, shots were fired at his house during the nighttime, and his workmen were induced to desert him. In spite of all these discouragements, the experiment was pluckily continued to the close of the season. Another year will see the more widespread use of the reaper and the introduction of the thrashing machine.

Hoes, rakes, pitchforks, and other small farm and garden implements are favorably received, and there are good prospects of a steady trade springing up. Probably the

metal parts only will be imported and handles will be attached here. This is the practice with regard to the large number of shovels imported from Europe. There is, however, an unfortunate lack in this region of ash, hickory, and similar woods adapted for this purpose.

Fanning mills are used universally. They are modeled after a mill introduced by an American missionary some years since. The metal parts are imported from the United States, with the exception of the wire gauze for the screens, which is brought from France. Native carpenters here turn out annually from 150 to 200 of these fanning mills, which are sold at prices ranging from \$5 to \$9, and render good service.

*Hardware.*—American nails are steadily occupying this market, displacing the Belgian article. At present about equal amounts of both are imported. The American nail is, however, regarded as much stronger and better adapted in every way. It will apparently soon have exclusive possession of the field.

*Roofing.*—American steel roofing has been used in the rebuilding of the various edifices of Euphrates College and of the American mission station at Harput, destroyed in the unfortunate events of 1895. Its manifest superiority to the fragile tile roofs and ponderous mud roofs hitherto in vogue has quickly been recognized. The new city hall of Harput is covered with this roofing, and a large school building in process of erection is to have the same covering.

*Summary.*—In conclusion, I would repeat my conviction, as expressed a year since at the close of the first annual report from this consulate, that there is an exceptionally good opportunity in this district for American commercial enterprise to gain a substantial and permanent foothold.

Geographical and physical conditions show clearly that this region about the headwaters of the Euphrates is destined at an early day to play a leading rôle in the economic development of eastern Turkey and of Mesopotamia. Its mountains contain varied mineral treasures awaiting exploitation. Its plains and valleys are exceptionally fertile. The climate is one of the healthiest known. Its water power is sufficient to make it a manufacturing center of continental importance. The political power which controls its water supply controls the very existence of the population of Mesopotamia, which has been, and should be again, the garden of the world.

Thus far, no European house or agency has been established in the district. It is practically "virgin territory."

The favoring conditions for American enterprise are:

First. The large emigration from this district, settled almost exclusively in the United States, has given rise to a familiarity with American articles and taste for them, and has brought about personal relations between the two countries which are of incalculable value as a foundation for business connections.

Second. There is, in addition, a notable confidence in American integrity and in the quality of American wares, heightened by the growing dissatisfaction with the cheap articles imported from Europe.

Third. Thanks to the long-continued labors of American missionaries and teachers at Harput, English is the prevalent foreign language of the region.

The chief difficulties to be overcome in establishing trade relations with America are the following:

First. The lack of confidence in the existing administrative conditions, in Turkish judicial procedure, and in the political future of this region.

Second. The diminished stock of ready money in circulation.

Third. The unsettled state of credits, resultant from the rude shock to the commerce of the country during and subsequent to the massacres of 1895.

Fourth. The length of time necessary for correspondence with the United States. An exchange of letters between Harput and New York requires two months.

Fifth. The high freight rate from the littoral and the delay in receiving American consignments, due to absence of direct sea communication with trans-Atlantic seaports.

Mr. Norton also sends the following description of railway lines in Asiatic Turkey:

*Anatolian Railroad.*—This extends from Haidar-Pasha, on the Bosphorus, opposite Constantinople, eastward to Angora, with a short branch to Adabazar. A long branch extends from Eski Shehr, midway between Constantinople and Angora, southeasterly to Konieh. The continuation of this branch will form the Bagdad Railroad. It was built mainly by German capital, and has a total length of 1,032 kilometers (641½ miles). The main line to Angora, 359 miles in length, is guaranteed by the State annual gross receipts of \$4,426.80 per mile. The recent branch to Konieh, 276½ miles in length, is guaranteed by the State annual gross receipts of \$4,293.60 per mile, pro-

vided that the subsidy does not exceed \$2,091.70 per mile. For 1900, the gross traffic receipts were but \$1,291.90 per mile, so that there was a serious deficit.

*Smyrna and Cassaba Railroad.*—This line extends east from Smyrna to Afion Karahissar, on the line of the Anatolian Railroad. It has branches near Smyrna to Soma and to Bournabat. It was constructed by French capital, and has a total length of 517 kilometers (321½ miles). The older portion of the line (165½ miles) receives an annual State subsidy of \$445,830, less one-half of the gross receipts. For 1900, the subsidy was \$94,920. The later portion, extending from Alashehr to Afion Karahissar, opened in 1897, is 156 miles in length, and receives a Government guaranty of annual gross receipts of \$5,864.40 per mile.

*Aidin Railroad.*—This line, with various short branches, extends east from Smyrna to Dinair. It was constructed with English capital, and has a total length of 516 kilometers (320½ miles). There is no Government guaranty.

*Damascus and Hamah Railroad.*—This line extends from Beirut to Damascus and southward from Damascus to Mzerib. The gauge is 105 centimeters (41½ inches). It was built by French capital, and has a length of 155½ miles. It receives an annual State subsidy of \$144,750.

*Yafa and Jerusalem Railroad.*—This line, connecting Jerusalem with the Mediterranean, has a gauge of 1 meter (39.37 inches), and a length of 54 miles. Its operating expenses are 43 per cent of the traffic receipts.

*Mersine and Adana Railroad.*—This short line connects two important centers—Adana and Tarsus—with the seaport of Mersine, on the southeastern coast of Asia Minor. Its length is 41½ miles.

*Moudania and Brousa Railroad.*—This short line extends from Moudania, on the Sea of Marmora, to the large city of Brousa. It is narrow gauge—1 meter (39.37 inches)—and has a length of 25½ miles.

The guaranty given by the Turkish Government to the projected Konieh-Bagdad line is higher than that granted to any other railway, except the new line of the Smyrna-Cassaba Company. It amounts to \$5,125 annually per mile. Should the gross traffic receipts not exceed \$3,106 per mile annually, this sum, whatever it may be, is deducted from the above amount to be paid by the State. Of all gross traffic receipts in excess of \$3,106 per mile, 60 per cent is applied to reduce the Government guaranty or paid directly to the Government if the guaranty is covered. Thus, if the annual gross traffic receipts of this road should ever exceed \$6,471 per mile, 60 per cent of the excess over this sum will be pure profit to the Turkish treasury.

The probabilities are that many years must elapse and many millions in the form of subsidies must be expended before this point is reached.

## AUSTRALASIA.

### NEW SOUTH WALES.

Imports in 1901, according to Consul Baker, of Sydney, amounted to \$131,046,200 and exports to \$133,104,200. The trade with the principal countries was:

Countries.	Imports.	Exports.
United States .....	\$13,643,900	\$12,356,600
France .....	1,224,400	7,311,100
Germany .....	5,872,100	6,625,300
Great Britain and colonies .....	164,613,000	968,920,900

Consul Goding, of Newcastle, submits the following relative to the timber resources of the colony:

According to the latest available statistics, no less than 13 per cent of the factory employees of the State are variously engaged in the timber industry. In 1900, New South Wales imported dressed and undressed timber totaling 92,000,000 feet. There are 269 sawmills at work, with a probable output of 175,000,000 feet, and another 100,000,000 feet in sleepers, girders, posts, rails, etc. While the imports and the material locally produced reach such gigantic dimensions, the exports altogether did not exceed 17,000,000 feet. No mention is made of the enormous quantity wasted, but a new system of replanting is being inaugurated by the government, based on that found so successful in our Western States. Should this be properly conducted, the fine forests of Australia will be restocked as fast as the land is denuded and preserved for the use of posterity.

### NEW ZEALAND.

According to the Nachrichten für Handel und Industrie, of Berlin, the trade of New Zealand for the last four years has been:

Years.	Imports.	Exports.
1901 .....	\$58,648,235	\$62,562,317
1900 .....	49,247,898	64,276,284
1899 .....	41,577,144	57,972,746
1898 .....	39,683,105	50,845,946

These figures do not include specie or postal traffic.

Consul Dillingham, of Auckland, notes that our commerce with the colony is increasing. Imports from the United States in 1901 were valued at \$7,076,300, an increase of nearly \$1,800,000 over 1900. Commercial conditions are generally satisfactory. New Zealand has escaped the drought that has afflicted the other colonies of Australasia. Exports of dairy produce and of other goods are steadily increasing.

## QUEENSLAND.

Consular Agent Weatherill, of Brisbane, says that the imports in 1901 amounted to \$31,881,200 and the exports to \$46,246,800. The share of the United States in these returns was \$1,878,300 and \$5,500, respectively. Large quantities of Queensland produce, he notes, are sent via Sydney to other Australian States and foreign countries, appearing as exports from those States and not being credited to Queensland. This is notably the case with wool. The principal imports and exports were:

*Imports.*

Cotton, woolen, silk, and linen goods.....	\$2, 612, 000
Manufactures of the same.....	2, 862, 900
Manufactures of metal, including machinery and hardware .....	5, 323, 400
Paper, books, stationery .....	1, 102, 700
Groceries.....	1, 987, 600
Flour and grain .....	2, 063, 900

*Exports.*

Articles.	Value.	Articles.	Value.
Gold .....	\$12, 385, 043	Tallow .....	\$1, 037, 699
Wool .....	10, 263, 779	Mother-of-pearl shells.....	582, 968
Meat .....	6, 279, 498	Tin .....	555, 321
Sugar .....	8, 679, 804	Fresh fruit .....	494, 120
Hides and skins .....	2, 040, 674	Live animals .....	2, 213, 815

## SOUTH AUSTRALIA.

The Board of Trade Journal, of London, says that the imports in 1901 were \$35,875,838, against \$39,102,328 in 1900. The exports in 1901 were valued at \$38,985,532, compared with \$39,073,129 in the preceding year. England sent over \$10,000,000 worth of the imports and took a slightly greater value of the exports. Our share was about \$2,700,000 and \$22,000, respectively. These figures are exclusive of the trade in the northern territory.

## TASMANIA.

According to British colonial returns, the imports into Tasmania in 1901 were figured at \$9,587,005, against \$10,093,121 in the preceding year. The exports were valued at \$14,195,581 in 1901, compared with \$12,706,432 in 1900. Imports from Great Britain represented about one-third of the total; from the United States some \$356,000.

## VICTORIA.

Consul-General Bray, of Melbourne, gives the imports in 1901 as \$94,636,700 and the exports as \$93,230,500. The bulk of this trade, he notes, is transacted with Great Britain and the adjacent Australian States. The manufactures of the United States, however, steadily continue to gain in favor, a good increase being shown over the imports from our country in 1900. The value of these imports in

1901 was \$7,988,000, and that of the exports \$1,946,600. Our agricultural machinery, rubber goods, surgical and scientific instruments, machine tools, drugs, etc., are gaining in popularity. Exports to our country consist mainly of wool and skins.

#### WEST AUSTRALIA.

The following statement showing the value of the imports and exports in West Australia is taken from the Board of Trade Journal, of London: The imports were \$31,408,391, against \$29,014,073 in 1900. The export trade showed a marked increase, being valued at \$41,443,114, against \$33,345,258 in 1900. The gain was chiefly in coal, copper, mother-of-pearl shells, and jarrah. England takes nearly two-thirds of the exports and sends over \$12,000,000 of the imports. The United States sends about \$2,400,000 of the goods imported.

#### TRANSCONTINENTAL RAILWAY IN AUSTRALIA.

Consul-General Bray sends from Melbourne the following extracts from a letter from the secretary of the North Australian League, relative to a proposed transcontinental railway from Adelaide, South Australia, to Port Darwin, North Australia:

The South Australian government will introduce a measure in parliament early this session offering capitalists facilities to build this line. Great advantages are possessed by Northern Australia for stock raising. The drought in South Australia and in the hinterland of New South Wales and Queensland has directed attention to the need of pastoral railways to carry fodder and transport the stock to meat works or new pastures. The government of New South Wales, to assist pastoralists, has declared its intention of extending a line northwesterly from Bourke to the Queensland border, which will become a stage in the transcontinental line. It is the policy of the Queensland government to bisect the great lateral trunk lines with a north and south line from the border to Camooweal, which will form another stage. The country offers no engineering obstacles. The length of the entire line from Adelaide to Port Darwin will be 1,896 miles, and the journey from London, via the Siberian Railway to Port Arthur and thence by steamer to Port Darwin, it is estimated, can be made in seventeen days.

# POLYNESIA.

## FIJI ISLANDS.

British colonial reports give the total value of the trade of the Fiji Islands for the year 1901 at \$4,379,791, divided as follows: Imports, \$1,709,032; exports, \$2,670,759. Among the items showing the largest increases in 1901 the following may be noted: Cement, \$8,570; coals, \$20,741; fish, \$4,205; hardware, \$30,138; agricultural machinery, \$22,975; ship chandlery, \$5,158; timber, \$9,193. Live stock shows a falling off of \$82,570. This is explained by the fact that in 1900, a special shipment of mules valued at some \$100,000 was made from America by the Colonial Sugar Refining Company. The cultivation of sugar forms the principal agricultural industry of the colony. The total area of land under cane cultivation is estimated at 27,399 acres, from which were produced 291,629 tons of cane.

## HAWAII.

Imports from foreign countries in the fiscal year ended June 30, 1902, were valued by our Treasury as \$3,036,600. There is no statement as to imports from the United States. In the fiscal year 1900, these amounted to some \$13,500,000. Exports from Hawaii to the United States in the fiscal year 1902 amounted to \$24,700,400 and to foreign countries to \$54,400. The total exports, including the reexports of foreign merchandise, thus amounted to \$24,772,400, and of the whole, sugar shipments to the United States represented nearly \$24,000,000.

The following data as to the resources of the islands are taken from Hawaiian returns and from publications of the Department of Agriculture:

### SUGAR.

*Hawaiian sugar plantation statistics from January, 1875, to June, 1900, inclusive.*

Years.	Sugar.		Molasses.		Total export value.
	Quantity.	Value.	Quantity.	Value.	
	Pounds.		Gallons.		
1875.....	25,080,182	\$1,216,388.82	93,722	\$12,188.86	\$1,228,577.68
1876.....	25,575,429	1,272,334.53	130,073	19,510.95	1,291,845.48
1877.....	25,575,965	1,777,529.57	151,462	22,719.30	1,800,248.87
1878.....	38,431,458	2,701,731.50	98,136	12,107.68	2,713,839.18
1879.....	49,020,972	3,109,563.66	87,475	9,622.52	3,119,186.91
1880.....	63,584,871	4,322,711.48	198,355	29,753.52	4,352,464.73
1881.....	93,789,483	5,395,399.54	263,587	31,630.44	5,427,020.98
1882.....	114,177,938	6,320,890.65	221,293	33,193.95	6,354,084.60
1883.....	114,107,156	7,112,981.12	193,997	34,819.46	7,147,800.58
1884.....	142,654,923	7,328,896.67	110,530	16,579.50	7,345,476.17
1885.....	171,350,314	8,356,061.94	57,941	7,060.00	8,363,111.96
1886.....	216,223,615	9,775,132.12	113,137	14,501.70	9,789,633.84
1887.....	212,753,647	8,694,964.07	71,222	10,522.76	8,705,486.83
1888.....	235,888,346	10,818,883.09	47,965	5,900.40	10,824,783.49

*Hawaiian sugar plantation statistics from January, 1875, to June, 1900, inclusive—Cont'd.*

Years.	Sugar.		Molasses.		Total export value.
	Quantity.	Value.	Quantity.	Value.	
	<i>Pounds.</i>		<i>Gallons.</i>		
1889.....	242,165,836	\$13,089,302.10	54,612	\$6,185.10	\$18,095,487.20
1890.....	259,789,482	12,159,565.01	74,926	7,803.29	12,167,188.80
1891.....	274,983,590	9,550,537.80	55,845	4,721.40	6,555,258.20
1892.....	263,636,715	7,276,949.24	47,968	5,061.07	7,281,610.33
1893.....	330,822,879	10,200,958.37	67,282	5,923.96	10,206,887.33
1894.....	306,684,998	8,473,009.10	72,979	6,050.11	8,479,059.21
1895.....	294,784,819	7,975,590.41	44,970	3,037.83	7,978,628.24
1896.....	443,569,232	14,932,172.82	15,865	1,209.72	14,938,382.54
1897.....	520,158,232	15,390,422.13	33,770	2,892.72	15,393,314.85
1898.....	444,963,036	16,614,622.53	14,537	919.18	16,615,541.71
1899.....	545,370,373	21,898,190.97	11,455	368.55	21,898,549.52
1900 <sup>a</sup> .....	344,531,173	13,919,400.21	120	10.00	13,919,410.21

<sup>a</sup> Five and a half months to June 14.

Sugar is grown on Hawaii, Maui, Kauai, and Oahu, the four largest islands in the group, and its cultivation is about to commence on the islands of Molokai and Lanai. There are some sixty plantations now in operation, each one having its own mill or factory equipped for the manufacture of raw sugar. The sugar-growing and sugar-making capacities of these estates vary between less than 1,000 tons up to near 20,000 tons of sugar per annum.

Much of the low, level, sedimentary areas bordering on the seashore is used for growing sugar, while the areas of rich, dark-red soils, located at comparatively low altitudes, are used exclusively for this purpose. Very considerable breadths of the less fertile yellow and light-red soils, with larger stretches of uplands that reach up to 1,500 feet, and in locations as high as 2,000 feet, above the sea, are also used, so far as it is found profitable, for sugar growing.

The relative fertility and values of the several soils are shown in the following statement from an official investigation, which embraces the average results of three successive crops:

*Productiveness of soils.*

	Pounds.
Dark-red soils, sugar per acre .....	10,411
Sedimentary soils, sugar per acre .....	10,301
Yellow soils, sugar per acre .....	6,291

On an average two years are required to make a crop of sugar in Hawaii, while only one year is required in Louisiana, so that the sum of the Hawaiian yield requires to be cut in two in order to compare more accurately with the annual production of Louisiana.

**COFFEE.**

The coffee berry is a natural product of Hawaii. It is growing wild in locations upon several of the islands. These wild trees have reached a large growth, and they are still furnishing berries to the native Hawaiians. When the berry was first introduced into the country is not known. It passes as one of the growths native to the islands and their conditions.

The interest taken in coffee to-day, however, with its prospective value, is lifting the question of production from a wayside matter into one of the most engaging industries of the islands.

Coffee is being cultivated upon the four larger islands. It is to the island of Hawaii, however, that one must go in order to see what is being done and to estimate the possibilities of the industry.

There are four main coffee districts on the island of Hawaii—namely, Puna, Olaa, Kona, and Hamakua. A census of the areas in the several districts that are at this time under coffee has been attempted, but the data do not justify a precise statement regarding the number of acres and accomplished results. Many planters express areas by number of trees, but as the distances between trees are not uniform, acreage can not be reliably deduced. In the district of Olaa, which claims the largest total area and the greatest number of planters, the land actually under coffee is about 6,000 acres. The matter of soil, and the essentially associated climatic conditions, are the prime factors which will ultimately determine the values of the respective districts for permanent coffee growing.



The coffee industry of Hawaii is not destined to impress the world by the great areas under cultivation or the volume of shipments corresponding to the production of other countries. Hawaiian coffees, however, are on the way toward a permanent reputation for high and specific quality. They have their own aroma and marked flavor as distinctly as does the Hawaiian pineapple, which makes it aromatically superior to most known pineapples. With the delicate flavor is also associated a mildness and freedom from the acridness that marks many individual and unmixed coffees that are on the market. Hawaiian coffee is complete in itself, and no known mixture adds to its native excellence. Prices already obtained for selected samples sold abroad justify the view that this coffee is capable of reaching a unique position, where quality and not price is the first consideration of the consumer. This consideration of "quality" makes it necessary in the highest degree that the culture shall receive specially intelligent care. It is further and equally necessary that the utmost attention shall be given first to the cleaning, and then to the grading of the berries, in order to place them on the market in presentable and advantageous form.

## TRANSPORTATION.

The steamship lines plying between the coast of America and Honolulu are the Oceanic Steamship Company, the Oriental and Occidental Steamship Company, and the Pacific Mail.

One steamer of the Oceanic Line, the *Australia*, makes Honolulu her destination; the other two steamers of the line, after discharging passengers and freight, go on to Samoa and Australia. The steamers of the two other lines proceed to Japan and China.

The rates for passengers range from \$75 to \$100. The time from San Francisco to Honolulu by steamer is from six to seven days.

The Canadian-Australian Royal Mail Steamship Company's steamers, sailing from Vancouver and Victoria, stop at Honolulu and then proceed to Australia and New Zealand.

There are a number of fine sailing vessels making regular trips between Port Townsend and San Francisco and Honolulu, with limited passenger accommodations. The price is \$40 for cabin passage.

The bulk of the steam passenger and freight traffic between San Francisco and Honolulu is controlled by the Oceanic Steamship Company, their rates being \$75 cabin and \$25 steerage, while the two other lines charge \$100 and \$30, respectively.

The rates of freight from Honolulu to San Francisco are: For steamers, \$5 per ton and 5 per cent primage; sailing vessels, \$3 per ton and 5 per cent primage.

The rates to Atlantic ports range from \$5 to \$7 per ton, with 5 per cent primage.

The duration of the voyage between Honolulu and New York has been from eighty-nine to one hundred and thirty-four days.

There are three railroads on the islands. The Kahului Railroad, on the island of Maui, is 13 miles long; the Hawaiian Railroad, on the island of Hawaii, is about 20 miles long. These two roads are used principally to carry the products of the plantations to the various points of shipment. The principal road on these islands is that from Honolulu to Waiānae, the length, including sidings, being 38.5 miles.

## WAGES.

The following is an approximation of the wages paid to different classes of labor on the Hawaiian Islands:

Engineers on plantations, from \$125 to \$175 per month, house and firewood furnished.

Sugar boilers, \$125 to \$175 per month, house and firewood furnished.

Blacksmiths, plantation, \$50 to \$100 per month, house and firewood furnished.

Carpenters, plantation, \$50 to \$100 per month, house and firewood furnished.

Locomotive drivers, \$40 to \$75 per month, room and board furnished.

Head overseers, or head lunas, \$100 to \$150.

Under overseers or lunas, \$30 to \$50, with room and board.

Bookkeepers, plantation, \$100 to \$175, house and firewood furnished.

Teamsters, white, \$30 to \$40, with room and board.

Hawaiians, \$25 to \$30, with room; no board.

Field labor, Portuguese and Hawaiian, \$16 to \$18 per month; no board.

Field labor, Chinese and Japanese, \$12.50 to \$15 per month; no board.

In Honolulu, bricklayers and masons receive from \$5 to \$6 per day; carpenters, \$2.50 to \$5; machinists, \$3 to \$5; painters, \$2 to \$5 per day of nine hours.

## DOMESTIC LABOR.

The domestic labor in Honolulu and in all parts of the islands has for many years been performed by Chinese males, who undoubtedly make excellent house servants. During the last four or five years the Japanese have entered the field. The Japanese women are especially in demand as nurses for children.

The following are the prevailing rates of wages:

Cooks, Chinese and Japanese, \$3 to \$6 per week, with board and room.

Nurses and house servants, \$8 to \$12 per month, with board and room.

Gardeners or yard men, \$8 to \$12 per month, with board and room.

Sewing women, \$1 per day and one meal.

Good substantial meals can be obtained at respectable Chinese restaurants and at the Sailors' Home for 25 cents, or board for \$4.50 per week.

The market for all kinds of labor is overstocked, and it would be very unwise for anyone to come to these islands with no capital on the mere chance of obtaining employment. The many steamships arriving at this port bring numbers of people seeking employment who are obliged to return disappointed.

## CURRENCY.

The currency of these islands is of the same unit of value as that of the United States. The gold is all of American mintage and United States silver and paper money is in circulation and passes at par. The rate of exchange is  $1\frac{1}{4}$  per cent on Eastern cities of the United States and 1 per cent on the Pacific coast.

## NEW CALEDONIA.

The *Revue du Commerce Extérieur* of Paris gives the following statistics of the colony of New Caledonia in 1901:

The general commerce amounted to \$4,774,398, an increase of \$715,227 over that of 1900. The following table gives a comparative statement of this trade:

Description.	1900.	1901.	Difference in favor of 1901.
Importations .....	\$2,347,314	\$2,640,614	\$293,300
Exportations .....	1,711,865	2,133,784	421,927
Total .....	4,059,169	4,774,398	715,227

France took \$1,000,000 worth of the exports, and sent over \$2,000,000 of the imports in 1900.

Commercial Agent G. M. Colvocoresses reports from Nouméa, that the Oceanic Steamship Company will probably soon change its route, stopping at Nouméa en route to and from Sydney, instead of at Auckland, New Zealand, as at present. Mr. Colvocoresses adds that this change would be advantageous to American commerce, as many goods now imported from Australia, England, and France could then be brought from the United States at a greatly reduced cost.

As to American mining interests in New Caledonia, Mr. Colvocoresses says:

A New Caledonian paper—*La France Australe*—reports in a recent issue the formation of an American company with important mining interests on this island.

The mines of New Caledonia have for some time exported considerable quantities of nickel and chrome to the United States, and these exports are certain in the future to increase very largely.

It will be noted that the International Nickel Company, the new concern, is composed entirely of American capitalists, and that in connection with Le Nickel Company, of Paris, it will practically control the nickel production of the world. The properties

of this company embrace much of the finest mining land in New Caledonia. The feeling on the island is cordial to all American enterprise, and should the Oceanic line make its proposed change of route, stopping at Nouméa, one may expect to see this colony dealing almost completely with commercial houses in the United States. There will then be an excellent chance for firms upon the Pacific coast to do direct business with Nouméa, as merchants here realize that they can buy supplies much more advantageously in our country than in Australia or Europe, provided the transportation facilities mentioned are afforded.

### SAMOA.

Consul-General Heimrod, of Apia, says that the imports into German Samoa in 1901 were valued at \$373,900 and the exports at \$239,400. The year was not a prosperous one, on account of the drought, which affected the copra crop. Imports from all countries show a decrease, especially from the United States. The German decline was 6 per cent, the British 26 per cent, and the American 39 per cent. The total imports from our country in the year under review amounted to \$57,700. Cacao growing, it is noted, is still in an experimental stage, and it will require some years before this product can become a valuable factor in the export trade. The price of uncultivated land is steadily increasing, and many new settlers are expected in the near future, which should mean prosperity for the islands. Those who intend planting operations should have a large capital at their disposal, as the cost of clearing the land, planting, etc., involves an outlay of about \$150 or \$200 to the acre, and no return from the investment can be hoped for under four years. As the climate does not permit a white man to do outdoor work, the planter is compelled to rely on native help, and here, as in all tropical countries, the native shows very little inclination for constant toil.

The Berlin Nachrichten für Handel und Industrie has the following relative to Samoa:

There was a decrease in the import trade in 1901 of \$127,264. The export of agricultural products in 1901 was valued at \$239,403, compared with \$301,260 in the preceding year, a decline of \$61,857. The following table gives the quantities of the principal articles exported:

Articles.	Quantity.
Copra (value, \$228,708).....	tons. 4,576
Cocoanuts.....	No. 58,886
Cacao.....	tons. 17.2
Bananas.....	do. 83.3
Pineapples.....	pounds. 384
Tobacco.....	do. 88
Coffee.....	do. 3,926

## SOCIETY ISLANDS.

According to British Foreign Office reports (No. 2877), the total import trade of the Society Islands in 1901 amounted to \$878,102 and the export trade to \$661,192. The following table shows the distribution of this trade by countries:

Countries.	Imports.	Exports.
United States .....	\$374,905	\$298,216
United Kingdom .....	85,436	152,025
Australia and New Zealand .....	156,658	44,650
British possessions adjacent to Tahiti .....	75,134	.....
France and her colonies .....	132,642	156,901
Germany .....	35,370	12,935
Other countries .....	17,967	1,465
<b>Total</b> .....	<b>878,102</b>	<b>661,192</b>

The United States furnished the following articles:

Cotton and woolen goods .....	\$55,346
Clothing and drapery .....	6,833
Ironmongery and hardware .....	40,796
Groceries and provisions .....	56,636
Breadstuffs .....	76,268
Wines .....	16,828
Building materials .....	42,256
Kerosene oil .....	3,076
Specie .....	7,421
Sundries .....	69,450

The increase of the imports from the United States consisted chiefly of bicycles, sewing machines, refrigerating and other machinery, lamps, cooking utensils, and lumber.

# EUROPE.

## AUSTRIA-HUNGARY.

Official returns for 1901 show that the trade of Austria-Hungary was distributed mainly as follows:

Countries.	Imports.	Exports.
Germany.....	\$170,061,812	\$262,043,968
Switzerland.....	18,194,980	17,266,704
France.....	14,866,424	17,461,540
Belgium.....	8,301,082	3,628,988
Holland.....	4,909,892	7,607,948
England.....	36,692,452	50,086,520
Russia.....	23,117,144	19,492,712
United States.....	34,442,288	8,763,600

The total imports were \$335,486,300 and the exports \$383,747,900. Consul-General Hurst, of Vienna, says:

In addition to various other enterprises for increasing Austro-Hungarian exports, it is of interest to note that the *Zenta*, one of the vessels of the Austro-Hungarian navy, lately commissioned for a year's cruise, has been, in a measure, rendered available for purposes of commercial investigation. The *Zenta* will visit the chief ports of Africa, several important island groups, as well as Uruguay, Brazil, and the Argentine Republic. An experienced officer of the Austro-Hungarian consular service has been detailed for duty—with the consent of the marine section of the ministry of war—to accompany the vessel on her cruise, in order to study the trade conditions of the countries visited and make reports to the Government, with the ulterior object of increasing the exports of Austro-Hungarian products to the districts in question. Although towns may be visited where Austro-Hungarian consuls are stationed, a general survey by a competent commercial specialist can not fail to be fraught with good results. It will be seen that no special legislative appropriation is necessary to render this kind of commercial exploration possible. The plan is eminently practical and well worthy of attention.

Among other methods of promoting commercial interests in Austria, Mr. Hurst mentions the construction of a vast system of canals; the passing of certain railroad lines under State control; ship subsidies; reorganization of the consular service, replacing honorary officials by trained men; the export academy; the trade and industrial schools fostered by Government aid, and the commercial expedition under private auspices, taking orders for Austrian goods, which has just returned from a tour around the world.

## HUNGARY.

Consul Chester, of Budapest, says that the total value of the import trade in 1901 was \$232,962,800 and of the export trade, \$256,835,600. Imports of grain products, leather goods, and iron ware increased, as well as of textiles. There was a loss in exports, chiefly in agricultural, textile, and iron products.

## BELGIUM.

Consul-General Lincoln, of Antwerp, says that the imports, in the special commerce, amounted to \$428,651,400 and the exports to \$199,848,800. In the general trade, the figures were \$701,644,500 and \$625,212,500, respectively. Imports from the United States amounted to \$64,782,300 and exports to our country to \$15,141,000. There was a gain of over \$13,000,000 in imports as compared with the previous year, chiefly in timber, grains, mineral substances, and grease. The consul-general notes that Belgium has largely recovered from the commercial depression that affected all European countries in 1900. Consul Winslow, of Liege, corroborates this statement. He says:

The industrial outlook here has greatly improved in the past few months, and the backbone of the hard times for this part of Europe seems to be broken. The United States has done much to stimulate industries. Three steel plants here are working on a 50,000-ton order of steel rails for Mexico, and a contract has just been closed for 27,000 tons for a road in Maryland. Many smaller orders for structural steel and rails have also been received.

During the third quarter of 1902, there was shipped through this consulate \$22,874.56 worth of structural steel and \$77,367.56 worth of steel rails and accessories. There was also a decided increase in the value of glassware shipped, amounting to \$57,171.74 for the quarter. A party from the United States is in the market for 50,000 tons of steel rails, and I am informed it is practically settled that the mills here will get it. Liege is coming to be known as one of the principal steel manufacturing centers of Europe.

The large increase of business between this consular district and the United States is not all on one side. There is more inquiry for American goods than ever before, and the people seem to be in earnest. The greatest demand is for farm and industrial machinery, electrical supplies, and canned and dried fruits. The openings for these lines are good, but the merchants here want to open direct connections with the manufacturer and producer.

## BULGARIA.

The Nachrichten für Handel und Industrie, of Berlin, quotes the following statistics from the Bulgarian Trade Journal:

The Bulgarian imports in the year 1901 reached a value of \$13,518,506, or \$4,576,411 more than in the preceding year. The export trade for the same period amounted to \$17,325,563, an increase over that of 1900 of \$5,555,997. The following table shows the increase of this trade with the principal countries:

Countries.	Imports.	Exports.
Great Britain .....	\$1,231,340	\$1,906,840
Turkey.....	1,100,100	1,239,060
Austria-Hungary.....	882,010	296,360
Germany.....	812,530	565,490
Italy.....	286,640	337,750
France.....	138,960	
Belgium.....		845,840

The gain in the import trade was chiefly in the following articles:

Textiles .....	\$2,354,600
Leather, and manufactures of .....	432,320
Machinery and instruments .....	324,240
Oil, fat, and wax.....	308,800
Metals, and manufactures of .....	194,930
Railway cars, wagons, and ships.....	183,350
Chemical products.....	138,960
Vegetables.....	113,870
Stationery .....	106,150
Colonial goods .....	84,920

There was a remarkable increase in the export of maize, of \$3,456,630; of oats, \$426,530; of wheat, \$328,100; of cows and calves, \$285,640; of flour, \$158,260; of eggs, \$158,260; of raw tobacco, \$150,540; of sheep and lambs, \$123,520; and of building wood, \$66,620.

Consul-General Hughes, of Coburg, says:

About one-third of Bulgaria is mountainous and difficult to work with machines. For this reason large districts remain uncultivated, with the result that while Bulgaria is an agricultural country, the yield of cereals is not as large as it might be were the use of agricultural tools and machines more general. As it is, the peasants, having had almost no practice with them, are unable to appreciate their advantages. In the whole country there are only about 2,000 plows, 200 light harrows, 10 complete sets of thrashing machines, and some hundreds of corn cleaners in use. It is only since 1882 that agricultural machines were allowed to be introduced into Bulgaria. Already, German manufacturers have established several depots and their managers are making a careful study of the requirements of the country. The establishment of one or more local exhibits would serve to advance commercial relations between the United States and Bulgaria. The towns of Rustschuk, Varna, and Philippopol would be suitable for this purpose. Hay forks, spades, shovels, scythes, rakes, saws, grindstones, and spraying apparatus are among the tools in use.

In another report, Mr. Hughes says:

The sale of agricultural machines, especially such as are intended for cleaning and sorting of corn, has developed extensively in the last few months, owing to the large crops of last season. A special kind of cleaning machine, generally known in central Europe under the name of "Trieur," has been very much in demand, so that at present not a single one is left unsold in the various depots of machinery throughout Bulgaria. Austria-Hungary has up to the present furnished the largest portion of these machines, a small part only being imported from Germany. No other country has yet taken a hand in this particular branch of trade, and I think our manufacturers should look into this field.

Consul Monaghan, of Chemnitz, reports:

Traveling agents, in order to do business in Bulgaria, must present proper licenses of trade issued by the home authorities, and when they are representatives of firms they must possess powers of attorney. Having properly identified themselves and proven their power to transact business, they are permitted to sell goods from samples or to buy stock from producers. They are prohibited from carrying with them while on the road actual stock in trade intended for immediate sale. Likewise are they prohibited from peddling goods from house to house or soliciting orders from private individuals. Samples may be granted temporary admission free of duty, provided the agent conforms to the requirements relative to their disposition in a public warehouse until proper security has been given for their final withdrawal from the country.

Upon arrival the agent is required to present to the local authorities, generally the chamber of commerce, a certified copy of the power of attorney by virtue of which he is empowered to act. In order to be recognized, powers of attorney must have been certified by the diplomatic representative of the agent's country, as well as by the secretary of foreign affairs of Bulgaria. The customs officials and boundary authorities are not permitted to let anybody cross the borders without having properly identified himself by passport.

## DENMARK.

Consul Freeman, of Copenhagen, transmits the following statement of the foreign trade of Denmark in 1901, published by the "Statistisk Bureau:"

The value of goods imported for consumption in Denmark during 1901 amounted to \$106,449,600. The value of home-produced goods exported to foreign countries during the same period amounted to \$78,256,000.

The table below shows the imports and exports for the last four years:

Years.	Imports.	Exports.	Difference.
1901.....	\$106,449,600	\$78,256,000	\$28,193,600
1900.....	111,541,600	75,549,200	35,992,400
1899.....	107,146,400	72,386,800	34,759,600
1898.....	98,436,400	68,918,000	34,518,400

The following is a list of the goods the import value of which was essentially less in 1901 than in 1900:

Description.	1901.	1900.
Maize, or Indian corn.....	\$6,968,000	\$8,763,600
Bran.....	964,800	1,206,000
Seeds for sowing.....	1,313,200	1,581,200
Coffee.....	1,988,200	2,381,600
Sugar.....	1,661,600	1,849,200
Yarn:		
Woolen.....	1,340,000	1,608,000
Cotton.....	964,800	1,398,600
Textiles:		
Wool.....	4,127,200	4,502,400
Cotton.....	3,698,400	3,939,600
Leather goods.....	1,796,600	1,929,600
Petroleum.....	964,800	1,179,200
Coal and coke.....	8,683,200	11,229,200
Ships.....	1,045,200	1,608,000
Metals and manufactures of.....	8,768,600	10,773,600
Timber.....	4,476,600	5,145,600
Total.....	48,749,200	58,772,400

The decrease in imports shown in the above list arises principally from depreciation in prices. The greatest fall in amount of imports is shown by coal and coke, from \$11,229,200 to \$8,683,200. In reality, the import has increased in quantity, and taking the prices of 1900 as a basis for calculation, the import of 1901 would amount to \$10,934,400. The following table gives a list of goods the exports of which were essentially higher in 1901 than in 1900:

Description.	1901.	1900.
Pork and bacon.....	\$16,240,800	\$15,785,200
Butter.....	35,456,400	32,028,000
Eggs.....	5,708,400	4,850,800
Barley.....	1,340,000	1,184,200
Fish, fresh.....	1,688,400	1,184,200

United States trade with Denmark in 1901 was: Imports from Denmark, \$661,200; exports to Denmark, \$18,480,800.

### FRANCE.

According to Consul-General Gowdy, of Paris, the total imports of France in the general commerce of the year 1901 amounted to \$909,907,700 and the exports to \$804,069,800. In the special trade, the imports were \$843,257,000 and the exports \$774,489,700. In 1902,



the general imports were valued at \$852,234,900 and the exports at \$817,725,200. The principal countries with which France traded in 1901 were:

Countries.	Imports.	Exports.
England .....	\$128, 802, 900	\$243, 964, 800
United States .....	93, 032, 300	46, 226, 200
Belgium .....	74, 540, 900	115, 128, 500
Germany .....	80, 613, 600	89, 028, 200

#### UNITED STATES TRADE WITH FRANCE.

The following extracts are from the report of Consul Thackara, of Havre:

To form an idea of the many different varieties of American goods which are brought every week to Havre by the French Line, one has only to glance at the manifest of one of its steamers. The *Touraine* on one of its recent voyages landed the following merchandise, nearly all of which was of American production, viz: Dried apricots, dynamos and other electrical apparatus, typewriters, couplings, asbestos, silverware, household articles, photographic apparatus and materials, phonographs, oars, bicycles and parts, jewelry, refined oil, wheat, parquetry, cigar boxes, watch cases, watches, sausage cases, cocoa, coffee, picture frames, rubber, carbon, blacking, chairs, shoes, canned beef, canned soups, water meters, seashells, leather, electrotypes, ink, machine gears, cash registers, flour, steel and iron wire, insulated rubber wire, furs, air guns, grease, gilsonite graphite, lubricating oils, printed matter, toys, newspapers, linen ware, books, sewing machines, other machines (including shoemaking machinery), motors, novelties, tools, gold, sandpaper, paper, paper pulp, perfumery, patterns, shovels, dried prunes, chopped apples and pears, spices, pumps, wood pulleys, printing and other presses, hardware, medicinal roots, springs, emery wheels, water turbines, wheels, ribbons, lard, soap, saws, silk goods, tobacco, pictures, drums, vaseline, glassware, bladders, clothing, preserved meats, vises, and whisky.

France is a larger importing nation than the United States. In 1901, the value of merchandise received in the former country was \$910,000,000, against \$880,000,000 imported into the United States. Of the French imports, \$603,000,000 were raw materials, \$155,000,000 alimentary products, and \$153,000,000 manufactured goods. Of the latter, the United States furnished only \$18,000,000, or a little less than 12 per cent.

The trade of our country with France is handicapped to some extent by the heavier freights and customs duties our shippers have to pay, in comparison with their German and English competitors; and no doubt if the commercial agreement now existing between France and the United States were extended to cover other articles, the trade between the two countries would be materially increased. The question arises whether, under the present conditions, more of our manufactured goods could not be exported to this country. My answer would be in the affirmative, considering the good quality, the low price, and the efficiency of American-made products. The methods which American manufacturers use in introducing their goods in France, however, do not compare favorably with those they employ in their own markets. My views upon the subject are embodied in a letter I recently wrote to one of our large commercial institutions, extracts from which follow.

What the future of our export trade will be when our exporters have reduced the exploitation of their goods abroad to an exact science, as our German and English competitors have done, would be hard to forecast. In my opinion, the outlook is rosy.

Take France as an example of a country in which there is a good field for an increase in our trade in manufactured goods. I speak of manufactured goods, for the exportation of our food products, cereals, and raw materials must continue to augment proportionately to the development of our natural resources to supply the normal increase in demand. According to the official French customs statistics, the total imports into France in 1901 were valued at \$910,000,000, of which the United States contributed \$93,000,000—a fraction over 10 per cent. We sent to France 15 per cent of her wood imports, 20 per cent of the machines and machinery imported,

5.5 per cent of the tools and hardware, 11.8 per cent of the lumber and woodwork, 7 per cent of the dressed skins, 1.25 per cent of the chemical products, 18.75 per cent of the oil cake, and 7 per cent of the rubber goods received. The imports of paper pulp, jewelry, watches, clocks, pottery, and glassware from the United States were so comparatively small that they were included under the general term of "other articles." Now, the question is whether the above percentage can be increased. I think it can.

I doubt very much if there are over fifty of our manufacturing concerns which are properly represented in France. I mean that there are not over the above number of American houses which have head agencies in Paris, with agents in the provincial cities who canvass their various districts to advertise their goods and to solicit orders.

Havre is a city of 130,000 inhabitants; but if one wished to buy American dairy machinery, he would not be able to do so without either going or writing to Paris. In that city, he would find the machines made by one or two American houses only and sold by French concerns. On the other hand, in all the agricultural centers French, Danish, and Swedish churns, centrifugal separators, butter workers, etc., are extensively advertised and kept in stock. There are few hotels, cafés, or restaurants in the farming districts of France in which posters are not displayed advertising American harvesting machinery and giving the name of the nearest resident agent. But I have never seen—and I have traveled over a large portion of France—an advertisement of a potato digger and sorter, or any of this class of labor-saving machines which are so extensively used in the United States.

American ice-cream freezers for family use can be bought in several of the department stores of Havre; but if you wanted a household refrigerator, the use of which is constantly increasing in France, you would find one store which keeps them, but only one make, and that not of the best. If you wanted an American base-burner stove, you might perhaps find one or two French imitations on sale, but to have the genuine article, if you happened to know the agents of American stoves in Paris (for they are not advertised), you could write and would receive a catalogue in reply from which a selection could be made. If the stove chosen was in stock, you would receive it in about a week. If not on hand, you would have to wait at least six weeks.

Two of the best makes of American lawn mowers can be bought in Havre. American-made shoes are being more extensively displayed in the shop windows, but good assortments are by no means kept in stock. I have never seen American fire and burglar proof safes on sale in this city, nor have I ever heard of one being used.

American lathes and other machine tools, made by several of our principal manufacturers, can be bought from the machinery dealers of Havre. If the tool desired should not be on hand, the dealer can easily get it from the agents in Paris, where large stocks are kept; but if a builder wished to introduce into a house the American system of heating by hot water or steam, or to furnish bathrooms with American specialties, he would find much trouble in doing so. Several of my friends have porcelain bath tubs and sanitary water-closets, but they sent to England for them.

American building hardware, locks, etc., are also but little known in the French provincial towns; neither are American sporting implements. In my opinion, with proper methods, our trade with France in the following products could be materially increased: Steam fire engines, printing presses, printing materials, hardware (including locks), builders' hardware, hot-air and gas engines; chairs, desks, and other office furniture; parlor organs, mechanical piano players, chemical products, etc.

At the present time, our country is enjoying a wonderful prosperity. When the reaction takes place and there is a serious depression in our home markets, our manufacturers will realize that foreign trade is an important factor of our industrial life. Those who have kept up business relations with foreign consumers, and have outside outlets for the sale of their goods, will be the last to reduce their working force, to run on short time, or to sacrifice their overproduction by selling it at a loss on the home markets.

The following suggestions to American exporters to France are made by Consul Haynes, of Rouen:

Improper introduction often causes prejudice against American goods. In this city, American machinery was recently installed in a manufacturing concern. All the details were carefully looked after, and the circumstances of climate, care, use, etc., taken into consideration, under the personal supervision of Americans. The success of this installation promises a further market to that class of articles. In a neighboring city, an American brick-drying machine was improperly constructed. The result was a failure, a loss of reputation, and a closing of that market, and perhaps others, to the sale of the product mentioned. The same is true of American

locomotives when ignorantly handled, of coal when improperly used, of agricultural implements when not correctly employed, and so on. Not only must deference be paid to the customs of a country when making a sale, but the goods must be delivered in proper shape. No American exporter can build up a permanent and successful business in France unless he works for the success of his customers on this side.

Expositions of American goods in the principal cities of France would do much to extend our trade here. A Frenchman must have ocular and tangible demonstration of the validity of every claim made for an article. All the United States consuls in France reiterate in their reports the uselessness of sending circulars, letters, etc., in English. The director of a firm making heating apparatus told me recently that he had learned that English circulars were worth nothing, that French circulars were a little better, that commercial travelers understanding French were still better, and that an exposition of goods fulfilled all requirements. He represents an American company which regarded this country—where only coal stoves and grates were known—as a splendid field for trade; and, not content with an exposition of its products, has established a large factory of up-to-date heating appliances near the center of France. The raw product comes from America, and the finished goods are gradually being sold all over the country. So far, this enterprising firm has a monopoly of the business and is succeeding wonderfully. Only earnest, persistent endeavor will win in face of Old World conservatism—and this kind of endeavor means brains and money; but in the end it brings its due reward.

Other means to facilitate and increase our export trade to this country are to include all costs, such as freight and insurance, in quoting prices; to give long credits; to adhere strictly to the metric system of weights, measures, and money values; to try to sell the buyer what he wants, regardless of what the seller may think he ought to have; to give the most careful attention to the manner in which the goods will reach the customer, and to have every regard for local requirements.

## GERMANY.

The following extracts are from the annual report of Consul-General Mason, of Berlin:

The period of industrial reaction and financial depression in Germany, which began during the summer of 1900, has continued, with varying and often suddenly fluctuating conditions, throughout 1901 and down to the date of the present report. It is true that certain branches of manufacture, notably the textile industry, have during the past eight months shown encouraging signs of recovery, and there were apparent at the close of 1901 various indications that the worst of the crisis was past and that the process of recovery, however slow it might prove, had been definitely begun. Since then, however, those favorable prognostics have been only measurably confirmed, and but for an active, well-sustained foreign trade, it is difficult to say wherein the general economic situation of this country is improved since the early autumn of 1901. It is not too much to say that the steady increase in exports from year to year, and especially the strong and sustained demand for German manufactures in the markets of the United States, now form the brightest spot on the commercial horizon of the Fatherland. The total values of Germany's foreign trade during the nine years which ended with 1901 were:

Year.	Imports.	Exports.	Total foreign trade.
1893.....	\$993,908,660	\$772,206,756	\$1,766,114,416
1894.....	1,019,956,854	728,252,246	1,746,209,100
1895.....	1,010,574,418	814,977,450	1,825,551,868
1896.....	1,069,480,624	874,287,702	1,962,768,326
1897.....	1,150,229,058	906,335,178	2,056,563,236
1898.....	1,303,680,224	952,415,548	2,256,095,772
1899.....	1,376,508,464	1,039,681,842	2,416,190,306
1900.....	1,438,234,000	1,181,214,000	2,569,448,000
1901.....	1,420,150,046	1,132,738,866	2,552,888,912

## GEOGRAPHICAL DISTRIBUTION OF GERMANY'S FOREIGN TRADE.

In respect to the origin of merchandise imported into this country last year, the United States again heads the list with a total, according to German statistics, of 1,042,100,000 marks (\$248,019,800), or 18.2 per cent of the entire bulk of imports, as against \$242,950,400, or 16.9 per cent, in 1900. The distribution for the year presents the following interesting exhibit:

*Imports by countries during 1901.*

	Per cent.		Per cent.
United States .....	18.2	British South Africa .....	0.4
Russia and Finland .....	12.8	Norway .....	.4
Austria-Hungary .....	12.1	Free port of Hamburg .....	.4
Great Britain .....	11.5	Japan .....	.3
France, Algeria, etc .....	5	Portugal .....	.3
British East Indies .....	3.8	Uruguay .....	.3
Netherlands .....	3.6	Cuba and Porto Rico .....	.2
Argentine Republic .....	3.5	Mexico .....	.2
Belgium .....	3.3	Venezuela .....	.2
Italy .....	3.2	Greece .....	.2
Switzerland .....	2.7	Ecuador .....	.1
Brazil .....	2	Dominica .....	.1
British Australia .....	1.9	Servia .....	.1
Chile .....	1.8	Bolivia .....	.1
Dutch East Indies .....	1.7	British North America .....	.1
Sweden .....	1.5	Peru .....	.1
Spain .....	1.4	Siam .....	.1
Denmark .....	1.2	British West Africa .....	.7
Roumania .....	.8	Portuguese West Africa .....	.1
China .....	.8	All other countries .....	1.2
Central America .....	.6		
Egypt .....	.7	Total .....	100
Turkey .....	.7		

*Exports by countries during 1901.*

	Per cent.		Per cent.
Great Britain .....	20.3	Roumania .....	0.8
Austria-Hungary .....	10.9	British North America .....	.6
United States .....	8.5	Mexico .....	.6
Netherlands .....	8.4	Dutch East Indies .....	.6
Russia and Finland .....	7.7	British South Africa .....	.4
Switzerland .....	5.9	Portugal .....	.4
France, Algeria, etc .....	5.6	Egypt .....	.4
Belgium .....	5.2	German West Africa .....	.2
Italy .....	2.8	Peru .....	.2
Denmark .....	2.6	Cuba and Porto Rico .....	.2
Sweden .....	2.5	Uruguay .....	.2
British East Indies .....	1.8	Servia .....	.2
Free port of Hamburg .....	1.6	Philippines .....	.2
Norway .....	1.4	Venezuela .....	.2
Argentine Republic .....	1.2	Greece .....	.1
Australia .....	1.2	Central America .....	.1
Spain .....	1.1	Bulgaria .....	.1
China .....	1	Free port of Bremerhaven .....	.2
Japan .....	1	British West Africa .....	.2
Turkey .....	.8	All other countries .....	1
Brazil .....	.8		
Chile .....	.8	Total .....	100

It is thus shown by German statistics that the imports from the United States into Germany during 1901 were valued at \$248,009,800, while German exports to our country reached a total valuation of \$91,820,000, leaving the formidable balance of \$156,189,800 in favor of the United States. It is to be remarked, however, that the foregoing import figures include the vast bulk of American merchandise landed at Hamburg and Bremen for transit to Russia, Austria-Hungary, and Switzerland, which did not, therefore, belong to Germany at all.

FOREIGN TRADE OF 1902.<sup>a</sup>

The record for the first six months of 1902 shows that the exports of Germany to all countries reached a total of 18,895,185 tons, valued at \$571,500,000, as compared with 17,862,857 tons, valued at \$508,368,000, during the same period in 1901. The net increase for the six months was, therefore, 1,032,328 tons in bulk and \$63,132,000 in value. Imports for the same period were 23,869,407 tons, valued at \$710,000,000, against 25,119,077 tons, valued at \$688,000,000 during the first half of the preceding year. For reasons that have been explained in previous reports of this series, this sustained increase in exports, although a favorable indication, is subject to the qualification that some at least of the exported goods have been sold abroad at prices which yielded to the exporters very meager profits, and in some cases none at all. For example, the exports of iron and steel during the first six months of 1902 rose to 1,503,742 tons, against 994,404 tons for the same period in 1901 and 744,224 tons in 1900; but there can be no doubt that much of all this vast export was marketed abroad at prices which barely covered the cost of production.

The importation of American machinery into Germany, which reached its climax in 1900, has since then steadily declined, the aggregate imports in all classes, viz, sewing machines, agricultural implements, machine tools, pumps, and other machinery, having been valued at 10,800,000 marks (\$2,570,400) in 1898, 17,500,000 marks (\$4,165,000) in 1899, 31,800,000 marks (\$7,568,400) in 1900, and 19,200,000 marks (\$4,269,600) in 1901. The machine tools imported from America two and three years ago have been employed to make Germany a producer of machinery for export at prices with which the American makers, rushed and driven as they are by demands at home, find it difficult to compete.

## UNDERLYING CAUSES OF THE PRESENT DEPRESSION.

No analysis of the existing situation in Germany can be discriminating or just which does not take into account certain basic and inherent conditions which are beyond governmental or corporate control and reach backward and down to the vital foundations of the Empire.

Germany was in 1871 a nation of 39,119,000 inhabitants, of whom 60 per cent were engaged in agricultural pursuits. In December, 1900, it had grown to an Empire of 57,793,000 souls, of whom 35 per cent derived their support from agriculture and 65 per cent—nearly two-thirds—were engaged in professional pursuits or some form of industry or trade. This transformation from agriculture to industries and commerce took place mainly during the period from 1880 to 1895. During those fifteen years, the increase of working population was 17.8 per cent, of which agriculture gained only 0.7 per cent, while manufactures, mining, and the building trades were augmented by 29.5 and commerce by 48.9 per cent. \* \* \*

The enormous transfer of productive labor from agriculture to industries changed the whole economic balance of the Empire, and the result was a vast overproduction of many kinds of merchandise, but an underproduction of food materials. While the population of the Fatherland had increased 36 per cent during the twenty-eight years from 1872 to 1900, coal production had increased 260 per cent, pig iron production by nearly 330 per cent, shipping by 500 per cent, railway earnings 400 per cent, and exports, although rapidly developing, had increased only 100 per cent. Inevitably, such conditions entailed overproduction and the accumulation of surplus products for which there was no adequate and natural market at home or abroad. This was not noticed so long as the general prosperity continued. There was an abundance of money for everything. Banks of high repute and vast resources took to financing industrial enterprises to an extent never perhaps seen in any other country. In many cases, bankers urged electrical and other manufacturers to enlarge their plants or build new ones and equip them with the most perfect modern machinery. Any industrial enterprise with a plausible prospectus could obtain all the money it needed for construction and working capital; and so the productive capacity of the nation outran the demand for its products, rival companies competed for what legitimate trade there was by cutting prices, and when that failed, began buying orders by organizing and taking stock in new companies which would purchase their products.

The result is written in the history of the two critical years since May, 1900, when the zenith of prosperous activity was passed and the period of reaction and depression began. The losses through depreciation of industrial securities were so great as to radically change the financial status of hundreds of thousands of people. \* \* \*

<sup>a</sup> A cablegram from Mr. Mason, dated January 26, 1903, says that the total imports in 1902 amounted to \$1,359,448,100; the exports, to \$1,191,597,200.

## TARIFF REVISION AND SUMPTUARY LEGISLATION.

To this already difficult situation is added the uncertainty and suspense entailed by the long discussion of the new tariff act and the renewal of the commercial treaties on which the export trade of Germany so largely depends, which latter must have as a basis the revised tariff law that should take effect at the beginning of 1904.

Another element in the problem which must be taken into account is the fact that the population of Germany is increasing at the rate of 800,000 a year. There is a steady, rapid growth in the number of persons to be sheltered, employed, clothed, and fed. Certain food materials, especially meats, have recently grown abnormally scarce and dear. How far this is due to the inability of the farmers to raise sufficient swine and cattle for the food of the people, and how far this circumstance is aggravated by the new difficulties laid in the way of importing animals by the meat-inspection law, or whether the higher prices are due rather to the greed of butchers and meat dealers, are disputed points concerning which public opinion is divided and excited. Add to this the far-reaching effect of the pending abolition of sugar-export bounties by the Brussels conference, and it will be apparent that the task of adjusting a governmental policy in all its details to the needs of the German Empire of to-day and the future is one which calls for the exercise of the highest attributes of statesmanship. No one doubts that the German people, with their highly trained intelligence, their industry, enterprise, and energy, will in due time surmount all difficulties and reach a basis of solid, enduring prosperity.

As to openings for American trade in Germany, Consul-General Mason says, in another report:

## UNITED STATES TRADE.

Among the articles which appear to be now demanded in Germany, and in which a more or less prosperous export trade to this country can be developed by exporters in the United States who will take the trouble to secure good connections and proceed by correct methods, are the following:

*Dried, smoked, and salted fish.*—Salmon, halibut, herrings, sturgeons, eels, flounders, sprats, etc., are favorite articles of food in Germany, and as the native supply is always wholly inadequate, they are relatively expensive.

*Paper bags for certain kinds of merchandise.*—In America, sacks or bags made of tough manila paper are used as packages for flour, Portland cement, and various other articles. Germans still pack cement in wooden barrels, which, in consequence of the high cost of wood in this country, are unduly expensive for the value of the material which they are to contain. Paper bags from America were introduced some time ago by one or more German cement factories, and were fully approved, but their further use was prevented because American makers could not furnish the required sizes or guarantee prompt delivery.

*Insulating materials for electrical appliances.*—These, whether in the form of vegetable fibers, okenite, or various products of caoutchouc, are in large and constant demand in Germany. It is stated by persons familiar with the trade that certain American producers of insulating materials who sought entrance to the German market have made the mistake of giving the exclusive sale of their product to one electrical manufacturing company, which would import all it could use itself, but not make any special effort to extend sales among other firms or companies, which are naturally its competitors. It is said that if American exporters in this line would open a direct wholesale branch in, say, Berlin or Cologne, as the Carborundum Company, at Niagara Falls, has so successfully done, they would secure thereby a large part of the German trade.

*Fire extinguishers.*—Extinguishers, which are so universally employed in the United States and Great Britain, have, for some reason, been to a much more limited extent adopted and put into use in Germany. As nearly as can be ascertained, only one extinguisher of any importance is made in this country, and that is said to be of inferior efficiency and at the same time more costly than the best extinguishers made in the United States. The German postmaster-general has, however, lately given an order for 10,000 such extinguishers, to be used in buildings belonging to that department. This is a favorable time for American makers of fire extinguishers to introduce and push their goods in this country. Due care should be taken, of course, to protect by patent any special features which are of value, but the special advantages of the American manufacturers will be their long experience, the high and fully established efficiency of their appliances, and the cheapness with which they can be manufactured and put on the market.

*Animal hair.*—There is in Germany a large manufacture of brushes, felt, upholstery, and toys, which consumes vast quantities of bristles and the hair of various wild animals, such as hares, antelopes, deer, etc. A specialty of great importance in this line is the hair used for making wigs, beards, etc., for dolls and mechanical toys, the supply of which now comes mainly from Australasia. There is no duty on these materials, and if there is any available supply of them in the United States, at prices which can compete with those which prevail here, there ought to be in Germany a ready and permanent market.

*Axes and shovels.*—There is in Germany a large and long-established trade in American axes, spades, shovels, mining picks, etc., the superior lightness and efficiency of which are fully understood. But this trade is all in the hands of two large importing firms, who, it is said, maintain an unduly exacting monopoly and charge extravagant prices. In these lines, it is probable that an American drummer could pick up a good many more or less important orders from dealers who have an established trade, and would gladly cut loose from their present dependent position and open direct connections with American manufacturers.

*Machine tools and machinery.*—It is well known that Germany is now passing through a period of industrial depression, and has to a great extent restricted the erection of new manufacturing establishments which, during the period from 1898 to 1900, made such large demands on the purveyors of American machinery and tools. It is also true that those imported lathes, planers, and milling and other machines have been used to reproduce themselves and to make many kinds of machinery and tools so excellent in quality and cheap in cost that Germany has become a self-supplying exporter of many such appliances which were formerly imported from the United States. But, while all this is true, there is still a demand in this country for many special forms of machinery and other manufactures of iron, which is only apparent to those directly concerned in that class of trade. From a leading house of this class, whose specialty is the newer forms of American machinery, the following résumé of the more obvious recent demands has been obtained:

In Berlin and its vicinity, there is a call for the most improved machinery for making bolts, screws, rivets, and all that is included under the general category of boiler fittings. One firm will take six sets of such machinery, which must be of the latest and most improved construction. Steam pumps of a capacity to lift about 15,000 gallons per hour, with minimum outlay of power, would also be found salable in this country.

Machines for pressing oil from linseed, rape, sesame, palm, and other oleaginous seeds and nuts are understood here to be made of high efficiency and relatively cheap in the United States. So far as is known, the American machinery of this class has not been introduced here, and there would seem to be a promising field for it.

German rolling-mill managers now use phosphor bronze, Babbitt metal, and brass for the bearings, as journal boxes of rolls, which, as is well known, are subject to heavy frictional strain when large masses of metal pass between the rolls. It appears that none of the alloys now used for roll bearings are satisfactory and, as a German ironmaster said recently, "If your people have anything new and better than what we are using, they could sell a shipload of it in Germany."

There are also inquiries for American tool steel, the superior quality of which has been revealed by the vast number of American machine tools and implements now in use here. But there seems to be a difficulty in obtaining a supply, or even quotations, from makers of such steel in the United States. It is also well known that certain grades of American steel specially adapted for the construction of dynamos and other forms of electrical machinery are superior to anything produced and used for the same purpose here. As long as there was a large export of American electrical machinery to Germany, there would be, of course, no object in offering such materials, but now that this country has become self-supplying in that line, it may be worth while to cultivate and cater to the very tangible demand here for the specially prepared metals which are adapted to such manufacture.

Certain American firms like the National Cash Register and the Columbia Phonograph companies, which are represented here by large and finely appointed branch houses, have attracted great attention by the originality, ingenuity, and attractiveness of the advertising devices which have been used in their show windows to draw the attention of the passing throng. In general, it may be stated that all such novelties adapted to advertising purposes, which are original and attractive, are in demand and will be found salable in this country. The same is true of many novelties for kitchen and household use, such as paring machines, carpet sweepers, wringers, ice-cream freezers, naphtha stoves, etc.

American typewriters, office furniture, kodak-camera supplies, time recorders, harvesting machinery, dental instruments and supplies, sewing machines, and a few other standard articles, which are made better in the United States than anywhere else, and have been introduced and pushed in European markets with consummate skill, energy, and long-sustained systematic effort—these are holding their own with but slight abatement. American jewelry, the pianola, Tait's artificial diamonds, and the gramophone are among the more recent arrivals which have found a secure footing in the German capital. The Gamewell Fire-Alarm Telegraph Company, which exhibited at the firemen's exposition here, is putting in a full equipment for the city of Hanover, and will probably establish a branch office in Berlin.

*Shoes.*—Finally there is the American shoe, which, having been fully introduced and properly handled, continues to gain ground in popular appreciation and steadily increasing sale. At the beginning of April, 1901, there was opened at the junction of the principal retail streets of Berlin a large, handsome American shoe store, furnished and equipped throughout on the most approved American plan. Experienced salesmen, competent in German and English—even a colored bootblack from lower Broadway—were brought over to practice and teach American methods of conducting a retail shoe business. Two well-known brands of American-made shoes—one for women, the other for men—have been sold in all sizes, qualities, and styles, at a uniform price of 18 marks (\$4.28) per pair. Although costly as regards rent and general running expenses, the store has been from the day of its opening so profitable that the same firm opened last spring a precisely similar establishment at Frankfurt, and on October 15, this year, a third one at Hamburg, both of which latter have been, like the first, immediately successful. This pioneer firm having the whole German field to choose from, naturally selected three of the most promising cities, but there remain Cologne, Leipzig, Stuttgart, Strasburg, Munich, Dresden, and Breslau, all large, progressive cities, where, from all that can be inferred, the same enterprise, if properly managed, might be successfully repeated. American shoes are also more or less generally sold by the more prominent and enterprising German retailers; but, as has been often explained, the only way to insure entire and certain success is to keep the business from factory to final distribution, as nearly as practicable, in American hands.

#### GERMAN TARIFF.

Mr. H. P. Dodge, second secretary of embassy at Berlin, reports the passage of the German tariff bill<sup>a</sup> on December 13, 1902. The only important change finally accepted by the Government, Mr. Dodge notes, is the raising of the minimum duties on malting barley from 3 to 4 marks (71 to 95 cents). The lowering of the duties on agricultural implements will probably have little effect, as the schedules are to be used only as bases for concluding commercial treaties. Motions are to be made in the Reichstag regarding the limiting in future treaties of the most-favored-nation clause, and to introduce differential duties on raw and refined petroleum, in order to promote a home refining industry.

#### GREECE.

According to official returns, the imports in 1901 were valued at \$25,244,000 and the exports at \$18,103,000. Consul McGinley, of Athens, says that it is difficult to get accurate statistics of the imports from the United States into Greece, on account of the lack of direct transportation. Not more than one-fifth of the imports from the United States, he says, are credited to our country. Probably, one-fourth or one-third of what are termed imports from Germany are really American goods imported by German merchants and reshipped

<sup>a</sup>See Advance Sheets Nos. 1120 and 1133; Consular Reports Nos. 253 and 254 (October and November, 1901.)



to Greece. The United States leads in furnishing Greece with petroleum, agricultural machinery, sewing machines, pumps, windmills, codfish, cotton, railway cars, ice-making machinery, typewriters, oatmeal, kodaks, etc. In spite of the handicap described, our products are finding their way to the remotest portions of the Kingdom and our trade is improving.

Consul Jackson, of Patras, urges that our exporters make greater efforts to gain the trade of the Peloponnesus. He says:

Fully half the population of the entire country is centered in the Peloponnesus; there are numerous good harbors, ample railway communication into the interior, and a healthful development of industries throughout the district. Creditable strides, it is true, have been made by our exporters in the last two years. Various novelties have recently been introduced on a small scale; we have become a factor in the copper sulphate market; the petroleum monopoly is still in American hands (although repeated efforts are being made by Russia and Roumania to supplant us); and American contributions to the equipment of the electric street railway in this city are prominent. Nevertheless, our imports into this district have not increased in proportion to the exports hence to American ports, and to offset the difference we ought to secure a part of the coal trade and a share in the wheat trade; we should control the market for copper sulphate, as well as that for petroleum, while our various steamship companies might profitably figure on oriental freights. This district alone will pay upward of \$2,000,000 for the freight of its exports within the next twelve months.

### ITALY.

Consul Cramer, of Florence, gives the total imports in 1901 as \$331,405,400, or some \$3,300,000 more than in 1900. The exports amounted to \$265,283,300, an increase of \$7,000,000 over the previous year. The gains in imports were mainly in wheat, corn, silk, cotton, combed wool, and jute. Exports increased in fruits, olive oil, almonds, silk materials, etc.

In the first six months of 1902, says Consul-General De Castro, of Rome, the imports amounted to \$178,053,308 and the exports to \$32,303,932.

American tools, implements, and machinery, says Mr. Cramer, are much appreciated. Our coal trade has made remarkable progress in the last five years, and is now equal to that of other countries which have been fifty years in the field.

The following is taken from a British consular report (No. 2896, annual series):

Manufacturers of agricultural and electric machines and implements, cycles, and motor cars, by sending a smart representative to Italy, might secure fairly remunerative orders. The demand for typewriters is increasing, and would increase still more if a cheap machine could be placed on the market. The system adopted of trying to push trade here by means of local agents is recommended only after a personal visit of one of their representatives, who, after completing a tour round the district and studying local requirements, should start the agency.

As to openings for United States goods, Consul Pearson, of Genoa, says:

*Cotton*.—A good field for American enterprise is the establishment of an agency here to import cotton direct from the Gulf and South Atlantic ports. Genoa requires 500,000 bales of American cotton annually. Much of this goes to Liverpool or Havre, where it has to be rehandled and transhipped to Genoa. It goes without saying that direct trade, avoiding intermediaries, would save money for the shipper.

*Elevators*.—American elevators, if once introduced here and elsewhere on the Continent, would quickly and surely supplant the cumbrous, uncertain, and inefficient machines turned out by the factories in Milan and in various parts of France.

The houses in this city average 7 stories in height. Elevators are greatly needed; the few that are installed were purchased in Milan, and the contrivances are almost comically defective. They take passengers upstairs at a snail's pace, and can not bring them down at all.

*Mill machinery.*—There is a most promising field here for American cotton-mill machinery. Three-fourths of the mills now in operation are equipped with old-fashioned machinery, made in France.

*Bath tubs.*—American plumbing supplies, especially modern bath tubs and water-closets, are gaining a foothold on the Continent, mostly in the large hotels. An American commercial traveler tells me that his house has just installed 24 porcelain-lined bath tubs in a new hotel.

*Locks.*—American door locks and keys ought to supplant the grotesque and ponderous concerns found everywhere on the Continent. The key to this consulate is nearly 8 inches long and weighs about half a pound. The transportation of this quaint implement on the person would require a specially constructed pocket, and the key itself might easily be mistaken for a deadly weapon.

### NETHERLANDS.

According to official returns, the total imports in 1901 amounted to \$815,441,770 and the exports to \$695,762,588. The trade with the chief countries was:

Countries.	Imports.	Exports.
England .....	\$99,776,400	\$171,091,200
Germany .....	187,935,000	362,121,600
Belgium .....	91,651,000	70,510,800
United States .....	121,846,200	81,838,400

Consul Hill, of Amsterdam, says that increasing interest is taken in things American. Our illustrated publications are found in the popular cafés and reading rooms, and the most friendly feeling prevails toward American enterprises. There is a good market for American textiles, etc., and with proper adjustment of credits and trade terms in general, our trade might be largely extended. There is a growing demand for our shoes.

He adds:

The Netherlands ranks in foreign trade as fifth of the commercial nations of the world, her exchanges amounting in 1901 to nearly a billion and a half dollars and falling behind those of France only about \$250,000,000. Our trade in this country is in a most enviable condition.

### PORTUGAL.

Consul Thieriot, of Lisbon, says that the imports in 1901 were valued at \$58,640,000 and the exports at \$35,200,000. In the first six months of 1902, the figures were \$26,400,000 and \$16,000,000, respectively. The largest exporters to Portugal are Belgium, Brazil, England, France, Germany, Spain, Sweden and Norway, and the United States. The last country stands third on the list, with an import value of \$6,224,600, against about \$16,000,000 from England and nearly \$8,000,000 from Germany. This position was gained by our country in 1898, and in view of the lack of direct transportation, the United States has quite held its own in helping to supply the wants of Portugal.

The following table, taken from the Boletim Commercial e Marítimo, of Lisbon, gives details of the commerce in 1901:

The most important articles of the import trade were:

Coal.....	\$5, 503, 680
Machinery and tools.....	4, 990, 680
Raw cotton.....	4, 163, 400
Cotton goods and yarn.....	3, 303, 640
Codfish and stockfish.....	3, 724, 920
Wheat.....	3, 396, 800
Sugar.....	2, 492, 640
Iron, and manufactures of.....	1, 420, 200

The exports in 1901 were:

Port wine.....	\$5, 951, 880
Ordinary red wine.....	3, 372, 840
Madeira wine.....	810, 000
Cork.....	3, 538, 080
Copper ore.....	1, 332, 720
Canned sardines.....	1, 246, 320
Olive oil.....	545, 400
Dried figs.....	335, 880
Live animals.....	3, 647, 160

## ROUMANIA.

According to a statement in L'Indépendance Roumaine, the imports of Roumania in 1901 were \$56,356,000, and the exports \$68,515,000. The export trade is the highest, except 1893, of the last eleven years. The import trade, in spite of its advance over 1900, which was only \$41,688,000, was below the average of the last five years.

The following is extracted from a German consular report:

In agricultural machines, the United States and Austro-Hungarian makers are the chief competitors of Germany. American firms having agencies are increasing their sales in Roumanian markets. They are meeting the wishes of the buyers in credit terms and in peculiarities of style and construction, and are forcing the Austrian agencies to do likewise.

## RUSSIA.

Consul-General Holloway, of St. Petersburg, says:

The total exports from Russia during the first six months of 1902 amounted to 346,352,000 rubles (\$178,371,280), of which amount 1,124,000 rubles (\$578,860) went to the United States, against 1,643,000 rubles (\$845,945) during the same period in 1901. The total import into Russia for the same period was 254,487,000 rubles (\$131,060,805), of which 23,038,000 rubles (\$11,864,570) came from the United States, against 20,739,000 rubles (\$10,680,585) for the same period in 1901. It must be remembered that these figures do not state the entire imports from the United States, as most goods shipped from the United States to Russia are sent through Germany, England, and Denmark, and are credited to those countries.

The trade of Russia in 1901 was divided as follows: Imports, \$269,493,320; exports, \$375,624,975. The United States is credited with \$33,314,320 in the import and \$2,042,790 in the export trade.

The following extracts are from the report of Mr. Holloway:

The imports from the United States of machinery and other articles that are covered by the countervailing duty have practically ceased. These articles are now supplied by other countries, principally Germany.

The Russians prefer goods of American make because of their superior finish and quality. Frequent demands are made at this consulate by large importers in St. Petersburg for novelties from our country. On account of the retaliatory duty

imposed by the Russian Government on machinery, hardware, bicycles, etc., most of the United States goods sold here are not imported direct, but are supplied by the large commission houses in Hamburg and Bremen, where stocks are kept.

A noteworthy matter is the change of ownership in land in Russia and the rise of the middle class, who are gradually acquiring lands hitherto held by the nobility. In the manufacturing center this change has been rapid, and it is now extending to other areas. In half a dozen provinces of European Russia, mostly devoted to agriculture, an area of 2,300 square miles is passing into the hands of the middle class.

The following details as to the development of the electric industry in Russia are taken from a report by Consul Heenan, of Odessa:

Until recent times, the electric industry has made extremely slow progress in Russia. Unfavorable circumstances have combined to impede the industry and prevent it from reaching the level found in other countries. One of the principal causes of this lack of development was the absence of schools in which to educate electricians. Foreign engineers and specialists prefer to have recourse to materials and apparatus made abroad, of which they know the value, rather than to try to build factories and works in Russia for the production of the articles required by them. Of late, however, the Government, private companies, and individuals have opened special schools for electricians, and, in addition, the special art and artisan schools have introduced an electro-technical course. The influence of these special schools and courses has not been slow to make itself felt, and of recent years electric industry has made immense progress. Many towns and cities are lighted by electricity, and electric tramways are numerous. Nearly all of the large factories and industrial establishments have adopted electric lighting and have applied electricity to the distribution of motive power. Electric energy has also been utilized in mining enterprises, particularly in the south of Russia. The use of electricity in soldering, in the extraction and refining of metals, as well as in certain electro-chemical works, and in the production of carbons and hypochlorites, is now well developed in Russia. With the increased and varied applications, the demand for apparatus has grown enormously, and dynamo machines, motors, transformers, lamps, conductors, armatures, etc., find a large sale. In response to this demand, workshops and factories have been established which produce more particularly the accessory supplies and conductors.

There are but two factories in Russia which produce electro machines and lamps, and in consequence most of these are imported. Germany and Switzerland furnish the largest number; next comes England, and then follow the United States, France, and Belgium.

*Electric lights.*—A few years only have passed since such cities as St. Petersburg and Moscow began to have their streets lighted by electricity. At present there are more than fifty towns which employ the electric light, and many other places are erecting the necessary apparatus. The power of all the central stations in St. Petersburg (exclusive of the private stations) reaches 15,000 kilowatts. Work near completion will raise the power at these stations to 30,000 kilowatts. The number of private stations is about 300, and these have a total power of more than 39,000 kilowatts.

*Electric traction.*—Electricity is also coming largely into use for tramways. The first electric tramway built in Russia was the one at Kief, which dates from 1893. In 1893, 45 cities had constructed such lines, their length exceeded 312 miles, and nearly 10,000 kilowatts were in use for the motors. The number of motor cars was about 300 and there were many cars without motors. The total length of wire for the electric tramways in St. Petersburg is estimated at 1,875 miles. Other cities contemplate the employment of electricity on a large scale, and plans are under consideration for its use on the great railroads of Russia. These projects include the construction of an electric railroad to connect neighboring towns on the western frontier of Russia, and the establishment of a road to cross the Caucasus Mountains, between the town of Sukhum and one of the stations of the Vladikavkas Railway. For this latter road, it is proposed to utilize the hydraulic force of the mountain streams. Electric traction is already in use on the railroads serving large factories, in the mining industry, and in other enterprises.

The use of electricity for the distribution of motive power is spreading, and to-day all of the machine works of Russia have adopted this method. Enormous central stations have been erected at places where such factories exist—for instance, at the Kolomna machine shops, at the works of the Sormovo Association, at the Putilov works, and many others. Up to the present, electricity has scarcely been used at all for the transmission of energy for great distances. Projects, however, are under way to utilize the waterfalls of Mearva and Imatra. The Russian Government has

granted a concession to a company to supply power to St. Petersburg from the Volhov rapids. The estimated cost of the enterprise is about \$14,000,000. It is said that the power to be transmitted will equal 150,000 kilowatts, and the maximum transmission distance is 188 miles. The company has undertaken to provide the public lighting of St. Petersburg gratuitously, and hopes to furnish current to individuals at about half the price hitherto charged in similar enterprises. The engineer of the scheme is a Russian named M. Dobrotvorsky. It is also intended to use the colossal force of the Dnieper cataracts for the transmission of energy.

It will be seen that the application of electricity has progressed in Russia, and that electro-technical appliances will have a great future in this country. Russian factories can not supply the demand, and the deficiency is made up by foreign firms which have their representatives here.

### SERVIA.

The *Nachrichten für Handel und Industrie*, of Berlin, says that the imports into Servia in 1901 were valued at \$8,459,632, against \$10,427,255 in 1900, a decrease of nearly 20 per cent. The exports of Servia were given in 1901 at \$12,677,331, compared with \$12,838,738 in the preceding year, a decrease of about 1 per cent.

The chief exports are cereals (117,000 tons), plums, dried and fresh, and cattle. Austria and Germany supply most of the imports. Machinery was imported to the value of over \$1,400,000; hardware, \$300,000; cotton goods, \$1,200,000; woolen goods, \$750,000, etc.

### SPAIN.

The total imports of Spain in 1901, says Consul-General Lay, of Barcelona, amounted to \$120,968,135 and the exports to \$98,867,226. Trade relations between the United States and Spain, Mr. Lay notes, have recovered the position they held before the war; in fact, during the calendar year 1901 the imports from the United States were in excess of those of any other year except 1883. Of course, the bulk of our exports to Spain are still composed of raw materials, such as cotton, staves, and lumber, but our machine manufacturers are making most encouraging progress, and everything points to a steadily increasing sale of American articles. Spain's exports to our country are confined principally to fruit and iron ore. The total declared value for the year is given at \$5,409,300, the imports of our goods during the same period being valued at \$15,484,400, against some \$13,000,000 in the preceding twelve months.

During the first four months of 1902, official returns of Spanish trade as a whole show more favorable results than in the corresponding months of previous years; the imports amounted to \$38,368,900 and the exports to \$32,238,400. Although the balance is still against the trade of the country, the imports being considerably in excess of the exports, a marked improvement in the relative figures will be noted.

As was to be expected, adds the consul-general, Spanish commerce with Cuba is a diminishing quantity. In the fiscal year 1900-1901, the exports thither amounted to \$10,268,200 and the imports therefrom to \$579,300, a decrease in the exports of \$1,119,400 and in the imports of \$427,200 as compared with the previous year.

Consul Ridgely, of Malaga, says that American articles are more in evidence every day, though there is no significant direct importation.

Cheap hardware, such as spring contrivances to close doors, coffee grinders, meat choppers, etc., come via Germany; also, our ice-cream freezers. The nickel-in-the-slot machine is becoming very popular in Malaga, and the trade will shortly be extended.

Consul Bartleman, of Valencia, reports that our rubber overshoes, typewriters, electric fans, time-saving appliances, etc., are visible everywhere, and there is a rapidly growing demand for electric lamps and fittings.

The following extracts are taken from *La Riforma Sociale*, Turin:

The principal exports of Spain are iron ore, copper, lead, sugar, cotton, and woolen textiles, skins, hosiery, wine, oranges, lemons, limes, oil, dried fruits, grapes, preserved food, and saffron. There is not a single province in Spain which does not produce wine. The vineyards occupy an area of 3,505,170 acres, yielding, in 1900, 3,536,264 metric tons of grapes and 528,122,153 gallons of wine. In 1856, Spain exported less than 8,800,000 pounds of olive oil and less than 2,200,000 pounds of olives. In 1899, the exportation was figured at 119,048,400 pounds of oil and 8,818,400 pounds of olives. The oil produced was estimated at 52,800,000 gallons. The most productive provinces are Seville, Cordoba, Saragossa, Murcia, and Leon. Another real source of wealth will always be the fresh and dried fruits. Recently a new product has appeared in Spain, as in so many other countries, viz, beet sugar. Up to 1875, most of the sugar imported came from Cuba and Porto Rico. At present, besides 22 manufactories of sugar cane, there are 34 beet-sugar factories in Spain, and it is estimated that the annual output of these factories is 66,639 metric tons. According to the last published statistics regarding the mining production, it is easily seen that the mining and metallurgic industries of Spain are destined to have an extraordinary development:

Description.	1899.
Mining production.....	\$25, 741, 785
Metallurgic production .....	27, 132, 369

Thirty-five classes of minerals are extracted. In 1899, there were 1,964 producing mines with an area of 625,057 acres.

It is notable that in a country abounding in lignite and forests, the imports of mineral coal and coke are valued at about \$10,626,000; of timber, at \$6,468,000, and of staves, at \$1,248,000. Another curious fact is observed in regard to the trade in live animals, the total importation being 618,569 head, valued at \$3,616,910, and the exportation 248,250 head, valued at \$3,988,982. It appears that the importation comes from one frontier and the exportation passes by the other, the reason of this being the difficulty of transportation in the interior. It is the same with wool; the export of washed and unwashed wool was valued at \$1,232,000, while the import of unwashed, washed, and carded wool amounted to \$2,156,000. It has been said that Spain is not favored either by the nature of its soil or by climatic conditions, but a country which has 3,500 hours of sunshine in the year, with running water everywhere, a fertile soil able to produce immense quantities of wine and of grain, and a subsoil rich in minerals can hardly be said to be little favored by nature. Two things only are lacking—a spirit of enterprise as regards methods of culture, and systems of irrigation, in order to profit by the waters now not utilized. To estimate the importance of this, it is enough to show that of the 49,420,000 acres under cultivation, only 2,223,900 acres are irrigated, and these districts produce double the quantity of grain extracted from the others.

## SWEDEN AND NORWAY.

Official returns of Sweden give the total imports in 1901 as \$124,900,000 and the exports as \$94,731,000.

Consul-General Bordewich, of Christiania, says that the imports of Norway in 1901 were \$77,969,600 and the exports \$44,246,800. The

direct imports from the United States amounted to \$4,850,900,<sup>a</sup> but the indirect imports, through England, Germany, and Denmark, might be valued at \$4,000,000 more. Exports to our country in 1901 amounted to \$515,108. The bulk of Norwegian commerce is transacted with Germany and Great Britain. The lumber trade is the most important industry, giving employment to 35,000 people. The exports in this line amounted to about \$16,000,000 in 1901, not including paper.

The Nachrichten für Handel und Industrie, of Berlin, publishes the following table of the principal imports and exports of Norway:

Article.	Value.	Article.	Value.
<b>IMPORTS.</b>		<b>IMPORTS—continued.</b>	
Butter .....	\$119,528	Machinery and locomotives .....	\$1,464,620
Artificial butter .....	13,936	Other articles .....	47,390,904
Cheese .....	109,612		
Rye .....	5,354,104	<b>Total .....</b>	<b>77,308,064</b>
Barley .....	2,217,164		
Malt .....	289,440	<b>EXPORTS.</b>	
Rice, hulled .....	132,928	Fish .....	8,499,620
Tea .....	60,568	Butter .....	701,892
Coffee .....	3,043,676	Butter, artificial .....	316,776
Sugar .....	2,710,562	Roe .....	549,936
Sirup .....	377,880	Oil .....	1,771,480
Tobacco, in leaves .....	514,828	Guano (fish) .....	133,732
Brandy and liquors .....	622,028	Wood and products of .....	13,156,388
Wine .....	913,344	Cellulose .....	3,208,940
Cotton .....	620,688	Matches .....	223,244
Hemp .....	544,576	Pyrites .....	362,872
Petroleum .....	1,039,840	Other articles .....	13,063,928
Wool and woolen goods .....	2,008,124		
Salt .....	497,676	<b>Total .....</b>	<b>41,983,808</b>
Coal and coke .....	7,263,068		

The following description of industrial conditions in Sweden is taken from the Boletim Commercial, Lisbon:

The total foreign trade of Sweden in 1900 was valued at 567,243,000 crowns\* (\$151,921,124), distributed as follows: Imports, 261,525,000 crowns (\$70,088,700); exports, 305,718,000 crowns (\$81,832,424), a balance of 44,193,000 crowns (\$11,743,724) in favor of the exports. The question of fuel has become an important one. The importation of pit coal is increasing every year. The quantity imported in 1900 was 40,268 metric tons, valued at 64,831,000 crowns (\$17,374,708). It is true this increase corresponds with the development of the industries, but efforts are being made to replace it with peat, which exists in abundance. Inquiries are also being instituted as to the possibility of utilizing the waterfalls for electric power—adapting this force to the requirements of the enormous network of Swedish railways.

The chief imports in the year under review were:

Article.	Value.
Cereals .....	\$9,290,500
Coal .....	17,374,700
Machinery and tools .....	4,706,000
Tobacco .....	1,450,400
Flour .....	598,200
Cotton .....	2,674,900
Textiles .....	1,659,200
Wool .....	2,857,900
Textiles .....	3,596,700
Silks .....	1,135,500
Coffee .....	5,785,700
Oils .....	3,645,400

<sup>a</sup> United States exports to Sweden and Norway in the same year were valued by our Treasury as \$11,785,711 and imports into our country from Sweden and Norway as \$3,582,217.

## SWITZERLAND.

## Consul Morgan reports from Aarau:

From figures published by the customs department at Berne, it appears that the total exports from Switzerland during the year ended December 31, 1901, were \$161,400,000, as against \$160,784,000 for 1900, showing an increase of \$60,000. The imports amounted to \$202,650,700, as against \$213,674,700 for 1900.

A marked increase of \$1,549,371 is noticed in the export of watches and clocks, of \$720,465 in food stuffs, wines, and tobacco, of \$1,474,398 in silks, and of \$338,334 in animals. A decrease is noticed in the following items: Machines and vehicles, \$456,746; cotton, \$3,214,084; wool, \$197,827, and straw goods, \$406,394.

The imports show an increase in fertilizing matter of \$196,371; leather and shoes, \$54,667; tin, \$190,043; precious metals other than money, \$501,221; food stuffs, wine, and tobacco, \$3,008,362; oils and fat, \$203,229; silk, \$2,162,809; and animals, \$296,391. There was a decrease in the imports of chemicals of \$172,106; wood, \$374,145; machines and vehicles, \$1,553,580; iron, \$2,781,579, etc.

The share of the principal countries in this trade was as follows:

Country.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>
Germany .....	30.19	28.01
Austria-Hungary .....	6.09	5.42
France .....	19.57	13.06
Italy .....	15.08	5.51
Belgium .....	2.52	1.74
Great Britain .....	4.48	22.55
America .....	5.84	10.51

Consul Gifford, of Basel, notes that there is an encouraging increase in the importation of United States goods. The gain in 1901 took place under such disadvantages as may have resulted from the application of the general Swiss tariff to American goods and from the commercial depression that prevailed in Switzerland, as in other countries of Europe. The new Swiss tariff, however, will probably seriously affect the future of our commerce with that country.

An American shoe store, says Consul Washington, has been established in Geneva. Our office furniture, typewriters, and agricultural machinery, says Consul Morgan, of Lucerne, are most popular.

## TURKEY.

The vice-consul-general at Constantinople, Mr. Smith-Lyte, says that exports from Constantinople to the United States for the fiscal year 1902 amounted to \$3,579,500. In 1899 (no later figures for the general trade are available) the imports into Turkey were valued at \$11,614,400 and the exports at \$10,319,100. Our exports to Turkey in 1901 amounted to nearly \$400,000. According to Consul-General Dickinson, of Constantinople, the exposition of American goods in that city, and the improved steamship service offered by the German lines, have done much to develop our trade. The Bagdad railway concession will be an important factor in exploiting the resources of the Empire.



The following description of railways in European Turkey is given by Consul Norton, of Harput:

*Oriental Railroad.*—The main line extends from Constantinople to Bellova, in eastern Roumelia, where it connects with the line running through Sofia and Belgrade to Vienna. It has branches to Yamboli, in eastern Roumelia, and to Dedeagatch, on the *Ægean Sea*. A secondary line extends from Salonica to Mitrovitz in the extreme northwest, and has a branch from Uskub to Zibefdjé, on the Servian frontier, providing connection with the above-mentioned line to Vienna. The total length is 1,265 kilometers (786 miles). The road is built with Austrian capital. There is no Government guaranty. The company pays annually to the State the sum of \$366,638, which meets the charges for interest and sinking fund on a 4 per cent loan of 1894, guaranteed by the Government.

*Constantinople and Salonica Junction Railroad.*—This line extends from Dedeagatch to Salonica, connecting the two main lines of the preceding railroad. It was constructed by French capital, and has a total length of 510½ kilometers (317 miles). The Government guarantees annual gross receipts of \$4,814.30 per mile.

*Salonica and Monastir Railroad.*—This line extends west from Salonica to Monastir. It has a length of 219 kilometers (136 miles), and was constructed by German capital. The Government guarantees annual gross receipts of \$4,441.60 per mile.

The growth of the railroad system in the Turkish Empire during the last five years has been slow; and equally slow has been the extension of traffic, so as to meet fixed charges and operating expenses, independent of State aid.

This growth may be seen by the following comparison:

Year.	Total length of railroads.	Length of railroads receiving subsidies.	Subsidies paid.	Traffic receipts.
	<i>Miles.</i>	<i>Miles.</i>		
1896 .....	2,684	1,185	\$2,846,750	\$6,612,759
1899 .....	2,792½	1,410½	3,983,919	6,286,208
1900 .....	2,796½	1,410½	3,619,267	6,926,099

The year 1900 shows, however, an increase in receipts over the preceding year amounting to more than 10 per cent, with a corresponding diminution of State aid.

## UNITED KINGDOM.

British official returns for the trade in 1902 are:

### *Imports from foreign countries and British possessions.*

Articles.	1902.		Increase (+) or decrease (—) in 1902 compared with 1901.	
	English currency.	U. S. currency.	English currency.	U. S. currency.
Animals, living (for food) .....	£8,269,175	\$40,241,940	—£1,157,628	—\$5,633,597
Articles of food and drink (duty free)....	101,452,142	493,716,849	+ 3,776,533	+18,378,496
Articles of food and drink (dutiable).....	108,998,634	530,441,832	— 3,738,183	—18,191,868
Tobacco (dutiable) .....	5,799,810	28,224,775	+ 1,063,922	+ 5,128,911
Metals .....	30,361,902	147,756,209	— 426,106	— 2,073,646
Chemicals, dyestuffs, and tanning substances.....	6,133,062	29,846,546	+ 3,564	+ 173,442
Oils .....	11,442,373	56,684,308	+ 422,696	+ 2,057,050
Raw materials for textile manufactures..	78,570,565	382,363,606	— 716,713	— 3,483,017
Raw materials for sundry industries and manufactures .....	58,631,448	285,429,942	+ 650,199	+ 3,164,136
Manufactured articles .....	99,060,648	482,029,978	+ 5,423,874	+26,396,283
Miscellaneous articles .....	18,822,945	91,602,162	+ 1,511,800	+ 7,357,175
Parcel post.....	1,327,590	6,460,717	+ 65,128	+ 316,946
Total value .....	528,860,284	2,573,698,574	+ 6,870,086	+33,433,274

*Exports of British and Irish produce and manufactures.*

Articles.	1902.		Increase (+) or decrease (—) in 1902 compared with 1901.	
	English cur- rency.	U. S. cur- rency.	English cur- rency.	U. S. cur- rency.
Animals, living.....	£824, 361	\$4, 011, 758	+ £82, 210	+ \$400, 075
Articles of food and drink.....	16, 439, 608	80, 003, 328	+1, 540, 211	+ 7, 496, 437
Raw materials.....	31, 171, 616	151, 696, 669	-2, 184, 915	-10, 633, 089
Articles manufactured and partly man- ufactured:				
Yarns and textile fabrics.....	108, 336, 862	502, 888, 889	- 121, 775	- 592, 618
Metals and articles manufactured therefrom (except machinery and ships).....	42, 612, 141	207, 371, 984	+3, 278, 474	+15, 954, 694
Machinery and mill work.....	18, 751, 812	91, 255, 693	+ 939, 468	+ 4, 571, 921
Ships, new (not registered as British).....	5, 891, 775	28, 672, 323	-3, 257, 669	-15, 853, 446
Apparel and articles of personal use.....	12, 150, 371	59, 129, 780	+1, 242, 499	+ 6, 046, 621
Chemicals and chemical and medic- inal preparations.....	9, 586, 728	46, 668, 812	+ 631, 214	+ 3, 071, 803
All other articles, either manufac- tured or partly manufactured.....	39, 296, 233	191, 235, 118	+1, 531, 778	+ 7, 454, 398
Parcel post.....	3, 478, 478	16, 928, 013	- 163, 891	- 797, 576
Total value.....	283, 539, 980	1, 379, 847, 812	+3, 517, 604	+17, 118, 420

Consul-General Evans, of London, gives the following statistics regarding the value of British trade with the principal countries in 1901:

Country.	Imports.	Exports.
Russia:		
Northern ports.....	\$63, 826, 955	\$61, 776, 625
Southern ports.....	25, 691, 940	9, 278, 140
Sweden and Norway.....	76, 760, 815	46, 401, 435
Denmark.....	72, 201, 160	21, 202, 085
Germany.....	161, 036, 070	171, 106, 400
Netherlands.....	164, 359, 215	68, 720, 106
Belgium.....	123, 330, 405	63, 123, 455
France.....	256, 087, 120	118, 504, 100
Portugal.....	16, 625, 750	10, 469, 960
Spain.....	70, 200, 920	27, 277, 615
Italy.....	16, 919, 290	41, 467, 420
Austria-Hungary.....	5, 956, 470	14, 194, 520
Greece.....	7, 329, 925	8, 725, 875
Roumania.....	19, 969, 850	5, 481, 310
Turkey.....	29, 192, 780	36, 035, 270
Egypt.....	59, 628, 230	32, 093, 785
China (not including Hongkong and Macao).....	10, 580, 595	34, 137, 730
Japan.....	9, 151, 450	41, 047, 260
Philippine Islands.....	13, 509, 050	4, 569, 390
United States.....	705, 077, 325	188, 255, 650
Brazil.....	24, 788, 970	22, 200, 305
Argentina.....	62, 074, 325	34, 863, 505
Chile.....	21, 565, 475	17, 132, 500
North American colonies.....	101, 936, 550	48, 441, 995
Australasia.....	121, 088, 345	117, 569, 310
British India.....	136, 958, 670	178, 731, 995
Straits Settlements.....	30, 561, 520	16, 413, 460

## GENERAL REVIEW OF ANGLO-AMERICAN TRADE.

The following extracts are from the report of Consul Boyle, of Liverpool:

British foreign and colonial trade for the nine months ended September 30, 1902, shows an improvement over the corresponding period of 1901, and the improvement in September was particularly marked. This is true both of imports and exports, and yet, judging by the labor returns, the general trade of the country has not been quite as good this year as last—that is, the home trade has somewhat fallen off.

The labor returns show a tendency to a decrease in the number of men employed, and also in wages. The probable explanation is that the productive capacity of the country has about caught up with the extra demand created by the boom which started two or three years ago in municipal enterprises, by the increase of shipbuilding, etc. It is worthy of note that within the last year, there has developed a distinct change of sentiment with regard to foreign competition, and more especially with regard to American competition. During the past two years, there has been a persistent effort on the part of publicists and the newspapers to bring about reforms in the methods of business generally, and particularly in methods of manufacture and the relations of workmen thereto, with a view to more successfully meeting foreign competition—and foreign competition over here means, in most cases, American competition. Beyond a doubt, the warnings that have been sounded and the educational process that has been going on have had their effect to some extent, and American manufacturers must make up their minds that this market will be more difficult to exploit than it has been in the past; and they should also realize that England is more able now to meet competition in neutral markets than she has been in recent years.

#### TRADE OF GREAT BRITAIN AND SHARE OF THE UNITED STATES.

The statistics for the year 1901 are very satisfactory from an American standpoint. Probably, few people realize the vastness of the foreign and colonial trade of the United Kingdom—the largest by far of any country in the world. The total for 1901, both in imports and exports, was \$4,349,272,330. The most remarkable feature is the large proportion which is done with the United States, this Anglo-American trade being larger than that between any other two countries in the world. During 1901, the value of the imports from the United States was \$706,077,325, being an increase of \$11,131,020 over 1900. The value of the imports from the United States into the United Kingdom in 1901 was more than two and one-half times the value of the imports from the next largest seller—which is France; and the United States sent goods here to the value of \$177,208,795 in excess of the total value of those sent by all of Great Britain's vast system of colonies, possessions, and protectorates. In view of the popular outcry in this country against goods "made in Germany," it is a very interesting fact that Germany is the only important country (commercially speaking) which receives more goods from Great Britain than Great Britain receives from her. Even little Holland exports more goods to the British Isles than Germany does. The British exports to the United States in 1901 footed up \$188,255,750, an increase over 1900 of \$1,535,975. It is anticipated that the exports to the United States this year will be larger than those of last year. Of this great trade between the United States and the British Isles, Liverpool receives more goods than any other port, not excepting London, it being the leading entrepôt of the imported products of the American plantation, farm, ranch, and dairy. It is estimated that 80 per cent of the breadstuffs consumed in Great Britain come from abroad, and the United States has the premier place in furnishing these supplies.

#### CANADIAN COMPETITION.

In connection with the importation of farm and dairy products, the British Blue Book for 1901 demonstrates that the United States has more than held its own against the much-talked-of Canadian competition. It should be remembered that Canada is the greatest competitor the United States has in supplying the British market with the products of the forest and farm. Extraordinary enterprise and energy have been shown by the Canadian Government with the view of capturing the British market, or at least (for the present), capturing a much bigger slice of it than Canada has had, with possibilities for the future that have no limit in Canadian ambition. In view of these efforts, it is surprising to learn that the imports of Canadian products actually fell off last year. In 1901, their value was the smallest in four years. The total was \$99,272,925, a decrease of \$9,947,180, as compared with 1900. The value of the British exports to Canada in 1901 was \$46,252,630, being an increase of \$958,685 over 1900. This was probably the greatest value of exports to Canada the United Kingdom has ever reached, and yet the gain does not seem very substantial, considering the preferential tariff this country enjoys in Canada. Canada is very much in earnest in the competitive struggle now going on in this country and it would be very unwise to dismiss the matter of Canadian competition as a bugaboo.

During the past year greater efforts than ever, both in Canada and in Great Britain, have been made to make this competition stronger. The latest scheme is to sell Canadian products to the British consumer without the intervention of "middlemen."

Leaving governmental and political considerations altogether out of the question, and looking exclusively at the commercial phase of the recent manifestations of "imperialism," Canada has never been so much in evidence in this country as during the current year. The participation of the colonies in the South African war and the demonstrations in connection with the coronation of King Edward developed a wave of what has become known as "imperial sentiment." While it is likely that the lapse of time may chill this popular enthusiasm, yet there undoubtedly has been left a residuum which is being earnestly worked upon by those who belong to the pan-Britannic school. The presence of the colonial premiers has given an impetus to this sentiment, and Canada more than any other colony has been to the front in the "boom" in which all the colonies have more or less participated. For months, the Canadian arch in London proclaimed that Canada was the "granary of the Empire," and leading men of Canada have traveled all over the British Islands prophesying that in course of time Great Britain would get its food products principally from Canada and the other colonies, instead of from the United States.

#### BRITISH COLONIAL TRADE.

The programme of some of the more pronounced imperialists may be extravagant—the programme being the production within the Empire of nearly everything that the Empire consumes. This even includes cotton. Reference has already been made in this series of reports to an attempt to grow cotton on the West Coast of Africa. Within the last few weeks, an association of responsible business men, largely of Liverpool and Manchester, has been formed with the avowed object of producing enough cotton in India, British West Africa, and Egypt (which in this connection is considered British) to supply the whole wants of the Empire. The Federation of Master Cotton Spinners' Associations has approved the scheme, and the British Colonial Office and the various colonial governors have undertaken to assist. It is expected that next year, 1,000 bales of West African cotton will be placed on this market, simply to show what can be done. It is significant that during the last five years, there has been a steady growth of British exports to the colonies, rising from \$434,821,845 in 1897 to \$565,591,820 in 1901, a gain of \$130,769,975. While British exports to foreign countries were \$88,018,980 less in 1901 than in 1900, the exports to the colonies show an increase of \$55,471,550. There is every reason to believe that during the current year, this growth of colonial trade has extended. Beyond a doubt, there has been a development of sentiment both in the colonies and in the mother country in favor of closer commercial relations. An evidence of this was given only a few days ago by the British Government, in issuing an order that all preserved mutton for the use of the army should be the product of British colonies. This is a very serious matter for Argentina and is in the direct favor of New Zealand and Australia.

Canada is certainly not discouraged by her failure so far to get an extra big slice of the British trade, and there are many enterprises under way which will undoubtedly make Canadian competition keener in the future. It is claimed that as a matter of fact, Canadian shipments to Great Britain are much larger than the figures show, for the reason that a large proportion comes by the way of the United States in the winter season, and the British Blue Book draws attention to this condition of affairs. But, on the other hand, many shipments from the United States are sent through by way of Quebec and Montreal in the summer season. Although there are many misgivings among Liverpool shipping people as to the success of the enterprise, it is now accepted that in a short time, there will be a fast line of steamships between this port and Canada, both in winter and summer. Owners of ships sailing to Canada complain very much of the heavy insurance they have to meet, but the underwriters plead in extenuation the extra danger of the St. Lawrence route. It is said that vast sums of money are being spent by the Canadian government to render this route less dangerous. But so far, the United States more than maintains its position as the great provider of food products for the British people.

#### IMPORTS OF SHOES.

During the past year, one of the most manifest phases of the "American invasion" has been the increasing trade in boots and shoes made in the United States. There has, indeed, been a great increase in the sale of continental foot wear, as well as of American, during the past five years. In 1901, the total importations were \$4,694,545, an increase of \$1,221,055 in a year and of nearly 100 per cent in five years. The following figures show how the trade in American boots and shoes has grown in the United Kingdom: In 1897, the value of importations was \$405,675; in 1898, \$369,450;

in 1899, \$782,330; in 1900, \$1,006,325; and in 1901, \$2,028,715. In Liverpool alone, there are four shops that sell American boots and shoes exclusively, and half a dozen others that make a specialty of them. The importations for 1902 will probably show an increase over 1901, but at a meeting of English manufacturers a few days ago, it was announced that within a recent period the importations have fallen off.

#### IMPORTS OF MACHINERY.

The value of the total importations of machinery and millwork and parts thereof was \$19,815,145, of which the importations from the United States footed up \$12,456,560—a substantial increase over 1900. It should be remembered that much of this trade is owing to the movement for the "Americanization" of English factories, with the specific object of meeting American competition both at home and abroad. The total importations of copper in bars, blocks, and ingots were \$23,652,900. From the United States, the importations were \$6,802,970. There was a decrease in the shipments from the United States of pig iron, iron bars, angles, and rods. The importations from Belgium in these lines have greatly increased. There was a marked decrease in importations from the United States of manufactured iron and steel. Rather curiously, Holland has forged to the front in these lines, increasing her exportations to Great Britain tenfold in a year. Belgium made a gain in iron and steel girders, joints, etc. The United States led in supplying steel rails, the total being \$2,064,145, the United States sending \$938,700.

The London Statist of January 17, 1903, commenting upon the trade returns for the year 1902, says in part:

The consumption by our people of produce imported from abroad has been unprecedented; moreover, we have been able to pay for our enormous imports without effort, there having been no drain of gold to foreign countries. Nevertheless, the figures give rise to some uneasiness. \* \* \* Were the immense growth in imports contemporaneous with a marked expansion in our investments in foreign countries, with steady growth in our exports, and with a highly progressive mercantile marine, we should welcome the enormous growth in imports. But our investments abroad have been on a very small scale in recent years; our exports have not shown expansion to anything like the extent of the growth in our imports, and our income from the mercantile marine has not grown to any great extent. The vast growth in our imports thus arises from the employment at home of more of our accumulating capital. \* \* \* There is some justification for the doubt as to whether we are quite paying for our imports out of the income from our foreign investments or our exports. The United States is gaining capital on the balance from the large excess of its exports \* \* \* over its imports and the interest on its foreign debt. France is gaining capital from its large exports and relatively small imports. Germany, also, is gaining possession of additional capital by the investments of its people in foreign countries and its considerable exports. Apparently we are the consuming power which is enabling our neighbors to add to their capital resources. By employing our capital at home we support a much larger population in comfort than if we were investing our profits in foreign countries; but if we use our capital in providing ourselves with greater comforts our income will not grow as rapidly in the future as it has in the past. \* \* \* Whereas in 1886 the value of our imports was only £294,000,000 (\$1,431,000,000), last year it was £463,000,000 (\$2,253,000,000), an increase in sixteen years of almost 60 per cent. The expansion in our exports has been comparatively small—£213,000,000 (\$1,036,000,000) in 1886 and £278,000,000 (\$1,353,000,000) last year.

Our export trade in 1902 was materially assisted by the prosperity of the United States and Canada, but the greatest growth has been in shipments to the Cape and Natal. With the probability that trade in South Africa, the United States, and Canada will remain active in the current year, and that it will possibly improve in other countries, there is the prospect that our export trade in the current year will at least maintain its level, and may show improvement. On the other hand, with good crops throughout the world we may be able to buy our food at a lower level of price, and the value of our import trade may show little increase.

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## REPORTS FROM CONSULAR OFFICERS.

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## AFRICA.

### ALGERIA.

There has been no decided increase in the actual amount of commercial interchanges between Algeria and other countries during the fiscal year ended June 30, 1902.

Official statistics of trade are not available for a later period than January 1, 1902. Indeed, the first attempt at a complete tabulation of the figures on this subject has just been issued under the direction of the administration of customs. Heretofore, this work has been done by the chambers of commerce of the various ports. The official report alluded to is very valuable, and will be improved upon in subsequent editions.

The tables included in this report are taken from it, and are doubtless accurate as far as they go, but in some particulars they are misleading. American products which find their way here from other countries than France—as for example, cotton oil from England and leaf tobacco from Germany—do not appear in the statement of imports from the United States.

It is by no means certain that all American goods coming from depots in France are correctly classified, but it is gratifying to observe that the United States comes fourth in the list of exchanges, since France and Tunis can not be properly classified as foreign countries.

This leaves Morocco, Spain, and England as the only rivals of the United States in the volume of trade. Morocco and Spain are next-door neighbors, which easily accounts for their supremacy. England, by reason of regular steamship lines sailing under her own flag, is enabled to do business more advantageously, but from the following tables it will be seen that she pays for goods received from Algeria more than double the amount that she receives for goods sent here, while the balance of trade between our country and this is exactly the opposite. The principal articles imported into Algeria from Spain are those with which our merchants could not readily compete, both from their nature and the short voyage necessary. These articles are fruits (dry and preserved), copper ore, mules, vegetables (fresh, dry, and preserved), fresh table fruits, fish of all sorts, rice (whole, in flour, and semoules), saffron, children's playthings, and potatoes and peanuts. Daily boats ply between Cartagena, Spain, and Oran, the second port in Algeria, the trip occupying about four hours, the distance to Malaga from Oran being about twice as far. The same conditions apply to the importations from the contiguous territory of Morocco, the principal articles of import being rams, goats, and sheep, cattle, cows, skins (prepared) and leather goods, rough skins (fresh or dry), bulls, etc.

It will be seen from the foregoing statements, as well as from the following tables, that the United States occupies the second place, rather than the fourth, in such goods as our merchants would care to send.



*Imports and exports for 1901, by countries.*

Countries.	Amounts.	
	Imports. tions.	Exports. tions.
France.....	\$51,048,000	\$42,244,200
England and her possessions in the Mediterranean.....	1,496,000	3,140,200
Germany.....	181,600	916,600
Belgium.....	130,400	1,264,800
Spain.....	1,190,200	449,000
Italy.....	504,000	761,800
United States of America.....	818,800	317,800
Morocco.....	3,221,400	42,800
Tripoli.....	82,000	6,200
Other countries <sup>a</sup> .....	3,893,600	719,000
Tunis.....	1,152,200	2,526,600
Total.....	63,718,600	52,389,000

<sup>a</sup> This includes foreign countries, French colonies, and other countries under the protectorate of France not mentioned above.

*Algerian commerce with the United States, 1901.*

Kind of merchandise.	Value.	Kind of merchandise.	Value.
<b>IMPORTS.</b>		<b>EXPORTS.</b>	
Pure cotton oil.....	\$259,200	Rough skins, fresh or dry.....	\$253,200
Tobacco, in leaf.....	164,800	Cork wood, smooth or in boards.....	30,000
Petroleum oils, refined and essence.....	86,000	Vegetable hair.....	26,400
Salt meat of pork, hams and bacon.....	66,400	Alfa, in bales.....	4,000
Wood for building, and other.....	56,000	Wool, in bulk.....	4,200
Agricultural machinery.....	54,400		
Household goods made of iron, steel, sheet iron, tin, or enamel.....	43,400		
Other kinds of machinery or mechanism.....	34,400		
Locomotives and road machines.....	31,200		
Sulphate of copper.....	11,200		
Thread, of flax, hemp, etc.....	7,400		
Other articles.....	14,400		
Total.....	818,000	Total.....	317,800

*Imports from England in 1901.<sup>a</sup>*

Kind of merchandise.	Value.	Kind of merchandise.	Value.
Coal.....	\$1,048,200	Post parcels.....	\$4,400
Machinery.....	210,600	Lac varnish, oil varnish.....	3,400
Manufactured tobaccos.....	2,400	Sirup, candy, biscuits, and sweet-meats.....	3,600
Woven cotton.....	46,200	Sugar.....	3,000
Thread, of all kinds.....	23,400	Pork meat, ham and bacon.....	2,800
Sulphate of copper.....	32,200	Volatile oils and essence, all others.....	2,800
Bitumen.....	16,800	Pig iron, iron, and steel.....	2,600
Tools and metal works.....	15,400	Rags.....	2,200
Pure cotton oil.....	9,600	Other articles.....	18,400
Clothes and linen.....	6,800		
Furniture and wooden works.....	5,000		
Engraving, printing, lithography, and chromolithography.....	4,600	Total.....	1,464,400

<sup>a</sup> As England is the only present competitor of the United States, tables showing exchanges with other European countries are not given.

## SHIPPING.

The following table shows the nationality, number, and tonnage of all ships stopping at Algiers during the last six years. Attention is called to the steady decrease of British ships—from 1,114 in 1896 to

558 in 1901. In 1901, the number of British ships calling here was 281 less than in the preceding year. The table also shows a steady increase in shipping under the German flag.

Nationality.	1896.		1897.		1898.		1899.		1900.		1901.	
	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.
French .....	29	28,426	21	17,301	34	28,156	19	18,683	20	26,156	27	84,905
Russian .....	15	23,110	22	30,267	21	27,314	14	17,139	15	25,770	23	35,100
Swedish .....	6	5,508	8	9,746	11	12,877	8	7,957	12	13,642	11	10,959
Norwegian .....	62	78,067	76	92,515	56	66,094	47	67,442	42	65,148	34	42,068
Danish .....	38	46,582	25	28,788	30	34,612	19	22,214	21	29,035	27	35,098
English .....	1,114	1,784,964	1,105	1,808,029	991	1,659,247	822	1,445,010	839	1,469,242	558	1,017,728
German .....	31	33,512	45	56,084	40	49,084	29	36,409	90	138,783	141	302,747
Holland .....	49	58,328	48	55,696	27	32,295	24	32,439	22	35,299	24	27,433
Belgian .....	3	2,146	4	4,262	5	7,201	4	4,910	16	23,418	6	10,154
Spanish .....	6	7,179	2	1,506	7	5,249	8	10,792	8	9,607	8	4,712
Austrian .....	29	35,823	62	100,696	69	123,082	79	147,407	96	176,435	38	74,483
Italian .....	7	13,612	17	23,087	20	31,671	30	51,429	51	81,556	29	49,397
Greek .....	25	34,556	27	37,754	14	19,020	6	8,771	27	37,441	24	36,515
Roumanian .....					1	839			1	1,426	1	1,451
Other .....	2	2,512	2	2,320	1	65	1	779			2	1,919
Total .....	1,416	2,154,325	1,464	2,263,040	1,327	2,096,756	1,110	1,871,331	1,259	2,132,957	953	1,684,679

## GENERAL.

While there has been no marked increase in the actual amount of business in Algeria, there has been a decided improvement in business activity and in confidence in the future of the country.

The establishment of an Algerian representative assembly, composed of men wholly identified with the interests of the country, including a fair proportion of native Arab proprietors, seems to have met with general approbation. The authorization of a loan of \$10,000,000 for public improvements is equally favored.

Private enterprise is apparent in numerous fine and modern buildings.

Public agitation in favor of municipal improvements, such as the increase of the water supply and the enlargement of harbor facilities, is an excellent sign for the future.

## ENLARGEMENT OF THE PORT.

This project, which now is approaching realization, will double the water area of the harbor and give even more space to wharfage and docking.

In connection with the harbor improvements, the question of a free port is of paramount importance. The proposition meets with the approval of the Algerian people and is strongly indorsed by the chamber of commerce of this city.

## RAILWAYS.

No new lines of railways have been built this year, but the western line has been extended to Fignig, a long way south in the desert, near the Moroccan frontier.

A new trolley line, about 5 miles long, has been opened from the center of the city to one of the suburbs. The system is of American origin, but all material and equipment are manufactured in France.

## AMERICAN MANUFACTURING PLANTS.

As far as can be ascertained, no manufacturing plants under the auspices of American capital or conducted according to American methods are in operation in Algeria. Perhaps the largest and best laundry establishment in this city employs machinery of American invention, but it is run by French or Algerian capital and operatives.

The same may be said of sewing machines and ice-manufacturing establishments.

The first cigarette-making machine of American invention to be introduced into Algeria has been set up within the last two months near the consulate. The parts were made in France and set up by French machinists. Great difficulty has been experienced in getting the machine to work smoothly, and the manager assures me that he has already spent more money and lost more time in getting it in order than if the machine had been shipped direct from the United States. This difficulty is not experienced with agricultural machinery and other mechanical devices made at home and sent here.

DANIEL S. KIDDER, *Consul.*

ALGIERS, *October 22, 1902.*

## SUPPLEMENTARY.

The following table shows the commercial interchanges between Algeria and countries other than the United States for the half year ended June 30, 1902:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
France .....	\$15,444,200	\$21,707,400	Italy .....	\$77,200	\$331,000
England .....	822,600	1,210,600	Morocco .....	818,800	12,400
Germany .....	97,600	480,600	Tripoli .....	20,400	3,000
Belgium .....	116,600	550,000	Tunis .....	482,800	119,000
Spain .....	222,400	143,400			

The following shows the commerce between Algeria and the United States for the half year ended June 30, 1902:

Kind of merchandise.	Value.	Kind of merchandise.	Value.
<b>IMPORTS.</b>		<b>EXPORTS.</b>	
Tobacco in leaf .....	\$65,000	Rough hides, fresh or dry .....	\$51,600
Agricultural machinery .....	48,000	Rough corkwood .....	29,200
Cotton oil .....	26,000	Vegetable hair .....	28,400
Petroleum oils, refined and essence .....	16,200	Iron ore .....	18,800
Building wood .....	14,600		
Sulphate of copper .....	11,000	Total .....	123,000
Household articles, tin, and enamel .....	8,400		
Salt meats of pork .....	4,200		
General machinery .....	1,600		
Total .....	195,200		

## WINE.

The wine crop of Algeria for 1901 amounted to 5,563,032 hectoliters (146,864,045 gallons), a very large vintage, which, taken in connection with a similarly heavy output in France, depressed the price of wine to an almost unsalable figure. Vine growers were forced to borrow to save their stock from being sacrificed at great loss. The quality of the wine was also inferior.

Although it is impossible as yet to give figures of the quantity made in 1902, competent persons estimate the crop as 50 per cent less than in 1901. In some districts, the crop has been a total failure, owing to insufficient rain at the proper season, and later to withering siroccos which blasted the fruit. Instead of the vintage being of a low grade, it is of an excellent quality, thus exactly reversing the conditions of the previous year. The best judges consider the wines of Miliana and Medea equal to Burgundies.

Most of the Algerian wines go to France, the poorer qualities to Rouen for general distribution, and the finer to Paris and other places for blending purposes. Now that direct transportation can be had between Algiers and the United States, it would seem that Algerian wine might be advantageously imported by our merchants.

DANIEL S. KIDDER, *Consul.*

ALGIERS, *October 25, 1902.*

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## CANARY ISLANDS.

Formerly, when sailing vessels were universally employed in the world's carrying trade, Americans enjoyed their full share of the business of the Canary Islands and of the west coast of Africa; but since the general introduction of steam, we have fallen off lamentably. As a result of inquiries, I find that the American houses formerly engaged in this trade have ceased to compete, with the exception of one firm, which has a store in Sierra Leone and has recently opened a branch in Monrovia, Liberia.

Business can be developed in this part of the world by the establishment of a regular line of steamers between the United States and the west coast of Africa via the Canary Islands, and I have no doubt that money invested in this way would give good returns. If a bimonthly or monthly line were inaugurated, I feel confident that the vessels would receive full cargoes outward and a considerable freight homeward; they would, further, receive compensation for the carriage of mails. The passenger traffic would also be not inconsiderable. The ports of the Canary Islands are free, and the actual disbursement of a steamer under ordinary circumstances need not exceed \$15. Coal is obtainable at very low prices; provisions are good, cheap, and plentiful. At most of the West African ports, steamers carrying mails are exempt from port dues.

The principal articles of export from the Canary Islands and the west coast of Africa are benne seed, cochineal, coffee, dyewoods, ginger, gum of all sorts, ivory, kola nuts, palm kernels, palm oil, raw hides, rubber, wax, etc. The imports comprise canned goods, cottons,

lard, lumber, petroleum, pork and hams, tobacco (manufactured and raw), hardware, and manufactured articles of all kinds.

The importations of the Canary Islands from the United States, according to our returns of exports, have been:

1896 .....	\$266, 192	1899 .....	\$216, 625
1897 .....	297, 878	1900 .....	238, 706
1898 .....	274, 827		

These figures should be increased from 150 to 200 per cent, to include articles originating in the United States but reported as coming from England and Germany, on account of their being imported from ports in these countries.

The principal articles sent from the United States are lard, lumber, cottons, petroleum, and tobacco, raw and manufactured. Not only would these articles be increased in quantity by direct communication, but many others would be added. A member of one of the principal firms in these islands has stated to me that he would guarantee a minimum freight of 200 tons cargo per month from the United States, were a monthly line inaugurated. This would be a beginning, and I have no doubt that the monthly quantity for these islands would be at least 500 tons.

The value of exports to the United States for five years has been:

1896 .....	\$44, 979	1899 .....	\$24, 193
1897 .....	49, 909	1900 .....	21, 607
1898 .....	26, 283		

None of the principal products, such as bananas, oranges, tomatoes, and vegetables (which grow all the year round), are sent to the United States, though with direct steamers, there is no doubt that a good export business might be worked up.

I may refer to the fact that for many diseases, especially those of lung and throat, the climate of these islands is unequalled, and they are steadily growing in popularity as a health resort; nowhere can the open-air treatment, so much in vogue for tuberculosis, be better practiced.

There are a number of good hotels and a fast service of steamers between the different islands, which are visited by 3,000 to 4,000 strangers—mostly English—every winter. Many Americans would doubtless avail themselves of the opportunity to come to these islands for business, health, and pleasure, and would bring extra revenue to a steamship company.

France, Germany, Belgium, and Portugal have steamship lines trading to and from the Canary Islands and the west coast of Africa.

Direct steamship communication will steadily increase American trade, as our goods now have an established reputation all over the world. I trust the near future may see a regular line of steamers plying between the United States and the west coast of Africa, via the Canary Islands.

SOLOMON BERLINER, *Consul*.

TENERIFFE, *May 30, 1902.*

## LOURENÇO MARQUEZ.

During the past year, I have, from time to time, reported upon everything that has happened here that would be of interest to American manufacturers.<sup>a</sup> The most important report was probably that of the 19th of March last (Advance Sheets, 1293; Consular Reports, 260), but, beyond a few elaborate catalogues and some letters that have been sent to this office, nothing, so far as I know, has been done by an American manufacturer to secure this business.

In my last annual report, I mentioned the creation of a harbor commission and the work that was to be entrusted to it, but, to my knowledge, no American manufacturer has approached Senhor Albers, the head of the commission, or has made any inquiry at this consulate in relation thereto.

The South and East African merchants and capitalists, and the heads of Government boards, who have money to spend and good contracts to give, are kept fully posted by resident agents of German, French, and English houses. They now have a very good idea as to what these countries can produce and the minimum prices of such products.

If our manufacturers wish to get a share of the business resulting from the large and important public and semipublic works in this country, they must make up their minds to fight for it, and to compete with foreign rivals who have had representatives on the spot for months and in some cases for years. I inclose cuttings from the Gold Fields News, from which it will be seen that the firm of Koppel, and that of Siemens, have secured some good contracts from the Lourenço Marquez harbor commission. The last is an English house, in Johannesburg, but it is an offshoot of the famous German firm of Siemens & Halske. Koppel (Orenstein & Koppel) is an Anglicized branch of the German firm of Koppel & Co. They do a good business and keep a permanent agent in Lourenço Marquez to look after their imports.

I am waiting to see some American engineering firm show similar enterprise. A resident agent need not stop on the unhealthy coast all of the time; he could have his headquarters at Johannesburg and make periodical trips to the coast. Only by direct personal representation can our manufacturers hope to get any of the large contracts for machinery, steel structural material, etc., that will be given. These personal representatives should be American citizens, as this increases the prestige of a firm. Besides, in nine cases out of ten, foreigners who represent American firms abroad work also for one or more concerns in their own country, who may be direct competitors of the Americans.

## NEW RAILWAY.

The proposed Swaziland railroad, when constructed, will open up some very rich farming and mineral lands and give another route to the heart of the Transvaal.

<sup>a</sup>See Consular Reports Nos. 256, 257, 258, 259, 260, 261, 262; Advance Sheets Nos. 1263, 1231, 1293, 1265, 1305, 1319, 1333, 1342.

## FREIGHT RATES AND GENERAL SHIPPING.

Since the close of the war, the English shipping combination (mentioned in my annual report, page 220, Volume I, of Commercial Relations for 1898, as having been in competition with the line started by Messrs. H. W. Peabody & Co., and also mentioned on page 224, Volume I, of Commercial Relations for 1899, as having come to an understanding with Messrs. Peabody), has had the New York-South African trade in its own hands, until a few months ago, when two powerful competitors appeared upon the scene. These were the Prince Line and the Houston Line (both English). In the war of rates that followed, freight charges have dropped so that the minimum rate from New York to Cape Town is now only 9 shillings (\$2.19) per ton.

The distance from New York to Cape Town is about 7,000 miles, while the distance from Cape Town to Delagoa Bay is 1,116 miles. Thus, the Cape importers get American goods transported some 7,000 miles for \$2.19 per ton, and receive them in about thirty or thirty-five days. On the other hand, the Delagoa Bay importers are forced to pay \$6.56 per ton as freight charges, and, on account of detentions in the Cape ports (for the steamers from New York generally call at three or four), are obliged to wait between two and a half to four months for their goods.

On page 244, Volume I, Commercial Relations for 1899, may be found some remarks regarding sailing vessels. A Lourenço Marquez firm, Messrs. Allen, Wack & Co. (English), has appreciated the force of the argument made in the above-mentioned remarks, for there has just arrived from New York an English barkentine, bringing some 1,500 tons of general cargo for this firm. This sailing vessel made the voyage from New York to this port in about one hundred days. There are plenty of American sailing vessels to be found that can make the same voyage in from sixty to seventy days. I note that, a month ago, another English sailing vessel was loading in New York for this port.

The present low steam freight rates can not last much longer. The end is bound to be an agreement between the competing lines, regulating sailing dates and the distribution of tonnage, and advancing charges to figures that will recoup them for what they have lost.

It is a well-known fact that English shipowners look upon sailing vessels as out of date, and as insignificant factors in the world's transportation problems. But these views, if I am to believe what I read in the leading American newspapers, are not held in the United States. The modern American sailing vessel, with a small crew, and with mechanical appliances for doing away with the old-fashioned man power, will probably be a powerful factor in the world's commerce.

The sailing-vessel trade between the Pacific coast of the United States and this port is reviving. One large American vessel is in port now, and four others are reported as on the way. But Delagoa Bay merchants who want small shipments (generally under 200 or 300 tons) of American goods, and are in haste, continue to patronize the German steamship lines. The Hamburg-American Line issues through bills of lading on freight shipped at New York on their vessels, transhipped at Hamburg, and transported to this port by vessels of the German East African Line.

The freight rates by this route amount to from \$12.50 to \$15 per ton, but these charges are cheerfully paid by the Delagoa Bay importers, as they can calculate within a week or two the date upon which

their American indents will arrive in this port, and they know that they will receive their goods in good condition.

Freight that left New York on July 8 last and has been transhipped at Hamburg will arrive here in a week or ten days.

A significant point to be considered in this connection, and in relation to the freight rate charged, is that the vessels of the German East African Line come through the Suez Canal, where they are subjected to a heavy toll.

W. STANLEY HOLLIS, *Consul*.

LOURENÇO MARQUEZ, *September 3, 1902*.

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[From the Gold Fields News, Barberton, August 29, 1902.]

#### THE NEW LANDING WHARF.

The work of driving the piles of Gorjão wharf, as we hope it will be called, is proceeding satisfactorily, all the necessary material being on the spot. It may not be generally known that this wharf will possess the most up-to-date cranage plant in South Africa. The contracts have been signed for a large electrical generating station and a system of electrical cranes, the whole to be ready by February next. The cost of this runs to some £35,000 (\$170,000), and we understand the work is divided between Messrs. Siemens Brothers and Koppel, Limited.

#### OTHER WORKS IN PROSPECT.

The complete scheme of harbor improvement for Delagoa Bay is expected to cost 900 contos, equal to about £200,000 sterling (\$973,000), and embraces the whole of the frontage from a point on the eastern side of the Netherlands pier to the present passenger jetty. The financing of this huge scheme does not, we understand, necessitate any tax upon the national exchequer at Lisbon, but it is quite on the cards that Portuguese finances will considerably benefit by the extent of land reclaimed between present low and high water limits.

#### GOVERNMENT NOTIFICATION.

The Portuguese governor has notified the Chamber of Commerce that three covered warehouses with a carrying capacity of 6,900 square meters (73,800 square feet) have been ordered; also a sufficient supply of cranes and electric installation plant for transmission of motive power.

#### THE NEW MARKET HOUSE

is approaching completion and will be a distinct credit to the town. It is constructed on a plan entirely different from the designs followed by other South African towns. The building is a series of arches, each stall holder having a separate compartment, open back and front. It is built of red brick picked out with cemented pilasters.

#### SUPPLEMENTARY.

The last detailed statistics of trade at this port covered the year 1899 and were published in Commercial Relations for 1901, Volume I, page 245. Since that date, only the most meager figures have been made public by the customs administration of the province of Mozambique.

As the customs statistics for the year 1900 are manifestly incorrect and misleading (which is not to be wondered at, considering the confusion due to the close proximity of Lourenço Marquez to the war then raging in South Africa), I shall utilize figures that refer only to the year ended December 31, 1901, and to the first three quarters of 1902.



*Trade at Lourenço Marquez for the twelve months ended December 31, 1901.*

Imports from Portuguese countries .....	\$730, 866
Imports from foreign countries .....	1, 951, 268
Imports in transit to Transvaal .....	3, 417, 890
Exports and reexports .....	<sup>a</sup> 2, 092, 418
Coastwise trade .....	759, 247

Total trade ..... 8, 951, 779

*Trade at Lourenço Marquez during nine months ended September 30, 1902.*

Imports from Portuguese countries .....	\$806, 213
Imports from foreign countries .....	1, 629, 462
Imports in transit to Transvaal .....	4, 707, 116
Exports and reexports .....	<sup>b</sup> 882, 397
Coastwise trade .....	593, 285

Total trade ..... 8, 618, 473

The province of Mozambique is divided into the following districts: Lourenço Marquez, Gaza, Inhambane, Zambesia, Angoche, and Mozambique, all of which are under the direct control of the general government of the province of Mozambique, and are included in the Mozambique customs administration.

The districts of Manica, Sofala, and Ponta Delgada are also located in this province, but are outside of its customs administration, for the reason that they are governed by Portuguese "chartered companies." The first two are controlled by the Mozambique Company, with headquarters at Beira, and the latter by the Nyassa Company, with headquarters at Ibo. For this reason, it is impossible to obtain in Lourenço Marquez any customs statistics covering these three districts.

The following summary, compiled from the latest published statistics, gives the total volume of trade, including imports and exports, in all of the districts that are included in the Mozambique customs administration:

Districts.	Total trade.	
	1901.	1902. <sup>a</sup>
Lourenço Marquez and Gaza .....	\$8, 951, 779	\$8, 618, 473
Mozambique and Angoche .....	3, 013, 597	880, 864
Zambesia .....	2, 889, 332	1, 955, 417
Inhambane .....	766, 628	758, 044
Total .....	15, 621, 336	12, 212, 798

<sup>a</sup> Nine months.

From these figures, it will be noted that there has been during the first nine months of the present year an increase in the trade of Lourenço Marquez and Inhambane, and a decrease in that of the other districts.

The shrinkage in the commerce of Mozambique, Angoche, and Zambesia is caused principally by native disturbances. In the last-named province, the natives gave so much trouble that it was necessary to send a large force against them.

<sup>a</sup>Sixty-six per cent of this amount consisted of Mozambique agricultural products, such as corn and other grains, sugar, etc.

<sup>b</sup>Seventy-five per cent of this amount consisted of Mozambique agricultural products, as mentioned above.

During the year, the Namaralos and the Makuas in the Mozambique district renewed their old slave raiding, but a joint naval and military expedition that was organized at Mozambique soon put a stop to that. Many of the leading chiefs and a number of slave dhows were captured and over 700 slaves liberated.

The tribes in that district are now well under control. Many of the natives are emigrating to the Transvaal as contract laborers, and the entire population seem to be more desirous of settling down on their farms than they have been for some years past.

#### MOZAMBIQUE.

There has been very little change in the class of trade in the northern districts of Lourenço Marquez.

In Mozambique, salt, corn, and other native grains, and peanuts have been the principal articles of export, while cheap printed and dyed cotton goods for the native trade, food stuffs, liquors, etc., a little cement and building materials, together with a small quantity of dry goods, medicines, soaps, etc., have constituted the principal imports.

The two large French houses, Casa Fabre and Casa Regis, as well as the Dutch house, all of which did a thriving business in the old days, have closed up and moved away, and practically the only white firms in Mozambique are a German house and a branch of a Lourenço Marquez Portuguese firm.

#### ZAMBESIA.

The trade of Zambesia has been somewhat similar to that of Mozambique, except that it has larger resources than its northern neighbors; its soil is more fertile, its rainfall heavier, and its principal river, the Zambesi, furnishes water communication through the heart of the district.

For many years, there was a reciprocity treaty in force between Portugal and the South African Republic, which provided for the free interchange of Transvaal and Mozambique agricultural produce. A number of enterprising foreigners soon discovered that distilled liquors produced in Mozambique were classed in the Transvaal as Mozambique agricultural products, and quite a business was done in rum from Zambesia and Lourenço Marquez.

The British Government, shortly after the Boer war, took up the old Portuguese-Transvaal reciprocity treaty and concluded to keep it alive, but struck distilled liquors from the list of agricultural products. So now the Zambesia sugar grower, the Arab salt manufacturer in Mozambique, and the corn farmers throughout the province can send their produce into the Transvaal free of duty and at a reduced railway rate.

On the other hand, if a farmer or sugar planter in Natal, a British colony, wishes to ship his corn or sugar to the Transvaal, he must pay the Transvaal customs duty thereon. The reason for this anomaly is easily found. The Transvaal contains a comparatively small number of natives, most of whom are agriculturists, as they do not take kindly to work in the mines. In Natal, on the other hand, the natives outnumber the whites many times, and life has been made so easy for them that they can live in idleness throughout the year, if they are

fortunate enough to possess a wife or two to till the ground and look after the fowls and cattle. For this reason, the Natal government has for years imported thousands of coolie laborers from India.

When the war finally ended and the new Transvaal government began to take stock of things in general, it was discovered that the mines could not be operated unless kafirs, who show an aptitude for such work, could be imported; and as the Province of Mozambique is the only South African country in which good mine boys can be obtained, the Portuguese Government was in a position to say that if Mozambique products were denied free entry to the Transvaal, the Mozambique natives would not be allowed to leave the province.

These arrangements are decidedly advantageous to this province, inasmuch as they give it a good and near market for all of its agricultural produce, and enable the Mozambique boys to earn considerable sums of money by their service in the gold fields, much of which goes into the general circulation of their native province.

#### AMERICAN TRADE.

The importation at this port of American goods by steamer from New York has been very light during the present year; but as the country back of Lourenço Marquez settles down and as better railway facilities are provided, this trade is bound to revive again.

Considerable quantities of pitch-pine timber have been received during the year from the Gulf ports of the United States, and these shipments will probably be largely increased in the near future, as several firms that have never before dealt in pitch pine are now making arrangements to handle it. I also understand that a steamship line between some of the Gulf ports and Lourenço Marquez is shortly to be started. This line will not only cater to the pitch-pine trade, but will also offer facilities for the cheap shipment to this port of many of our southern and southwestern agricultural and manufactured products.

Large quantities of American products, chiefly timber, flour, and oats, are now coming here by steamers and by sailing vessels from the Pacific ports of the United States. A considerable amount of Canadian exports is also shipped by the same route. Two large American sailing vessels have recently arrived here, bringing some \$55,000 worth of timber from British Columbia. A number of other vessels, both American and foreign, engaged in this trade, will shortly be due at this port.

I understand that a commercial expedition will leave Seattle, Wash., this week, on a business cruise to the Orient, Australia, South Africa, etc.; that it is composed of American business men who are looking for new trade openings, and that the vessel on which the expedition will sail will be a great floating sample room. The idea is certainly an excellent one. Such an expedition is bound to be a success if properly managed.

#### OTHER IMPORTS.

In addition to the imports that have been already mentioned, the following goods are in demand in this part of the world:

*Building materials*, such as rough and manufactured lumber, doors, blinds, and windows.

Most of the cheap lumber for this trade comes from Baltic ports;

the better qualities, such as white pine, Oregon pine, and poplar, as well as the enormous timbers required in making head gears in mines, and also the greater part of the doors, windows, and blinds imported here come from the United States.

*Galvanized corrugated iron* is used almost universally as a roofing material in this country. This trade alone in South Africa is worth over \$1,000,000 a year, and England gets it all.

*Cement*.—Large quantities of cement are being imported into Lourenço Marquez, principally from the continent and from England. The South African cement trade is worth several million dollars per year, yet the United States figures in it not at all.

*Builders' hardware, tools, etc.*—These lines are generally imported from the United States, Germany, and England.

English and Continental workmen (and these do most of the construction work in South Africa) have a natural predilection for tools made in their respective countries; nevertheless, many leading makes of American tools are firmly established on this market. This trade is capable of being greatly increased. An American commercial traveler, with samples of the smaller tools and of articles of hardware, and with good descriptive matter covering the bulkier lines, would no doubt be able to do considerable business here.

*Mining material*.—Although South Africa, as a whole, offers one of the finest markets in the world for the sale of mining machinery and supplies, this port has not, for the past three years, participated in the trade, for the reason that it has been completely isolated during the greater part of this time from the great mining centers.

It is doubtful whether much mining machinery will ever be disposed of in Lourenço Marquez, but it is confidently expected that, in the near future, large quantities of it will be shipped through this port, which is the safest and most economical point for landing for such goods, as will be seen from the comparative statistics issued by the chamber of commerce, given further on.

In another year, Lourenço Marquez will have several hundred yards of wharf, alongside of which the largest vessels can lie and discharge, and the lightering charge of 6s. 6d. (\$1.58) per ton will be done away with.

*Furniture*.—The demand for furniture is just beginning to be felt. There is bound to be a large trade in this line, as the thousands of dollars' worth of furniture destroyed in the war must be replaced.

Cheap but strong American furniture—such as oak chairs and tables, sideboards, chiffoniers, dressing tables, wardrobes, and washstands—is in demand. There will be no sale for beds with wooden frames; the South African will have a steel or iron bed with woven-wire mattress, or none at all.

*American stoves* for burning soft coal had, before the war, a limited sale in this country, and this trade should now be revived. There would be quite a demand for first-class blue-flame oil stoves, if they were properly introduced by energetic, intelligent agents.

*Agricultural implements*.—There has long been a fair demand for agricultural implements—principally plows and cornshellers—in this province, and also a considerable trade with the interior.

The large purchases of corn by the Transvaal have stimulated agriculture in Lourenço Marquez, and this, in turn, has favorably affected the import trade in farming implements.

When the Boers get settled on their farms once more, I am of the

opinion that many of those living in the eastern, northern, and central parts of the Transvaal will get their agricultural implements through the merchants at this port.

The Kaffirs, who are still the largest agriculturalists in this district, use only the crudest implements, nor will they spend money for modern tools. The Kaffir women do most of the field work. However, many enterprising white men, who own large tracts of land here, have recently turned their attention to the raising of corn, and no doubt these people will want the best implements they can get.

*Food stuffs.*—The demand for American tinned, dried, or otherwise preserved provisions, vegetables, and fruits is increasing throughout the country. This trade is in a very healthy condition and promises to advance steadily.

*Boots, shoes, hats, and clothing.*—The local trade in American boots and shoes is, at present, very light, but there are indications that it will begin to improve before long. The styles most preferred in Lourenço Marquez are russet top-boots, laced in front; black and russet laced shoes of the best quality, and canvas shoes of all kinds.

A few lines of American hats have already been successfully introduced.

The trade in ready-made clothing is confined to the sale of under-clothing, linen dress goods, and cotton and khaki suits. The under-clothing comes mostly from England and Germany and the linen dry goods from France, Switzerland, Germany, and other European countries. The white cotton and khaki suits are generally made locally from American and English goods.

The greater part of the woolen clothing to be found in this part of the world is brought here by immigrants and visitors.

*Packing of American goods.*—There is little to be said upon this subject at the present time. American goods seem to be better packed than formerly; during the past two years, I have not heard a single complaint on this score.

#### COAL AS HOMEWARD FREIGHT FOR AMERICAN VESSELS.

This subject has previously been referred to by me in my annual report for 1898 (see Vol. I, p. 247, Commercial Relations for 1898), as promising some very interesting developments, but I did not anticipate that my remarks in relation to oil as a fuel would be confirmed as quickly as they have been. I have recently learned that a number of steamers in the Pacific trade are now using only petroleum for fuel, and that in consequence, the demand for imported coal at Pacific coast and island ports of the United States is diminishing. Under these circumstances, I am of the opinion that South African coal can not now be profitably exported to our Pacific ports.

But the growing use of oil as a fuel opens up the prospect of the utilization of the Inhambane petroleum fields in this province. Petroleum is known to exist in considerable quantities in the district of Inhambane, and only capital is lacking to develop this new source of wealth.

Should any reader of this report be interested in these petroleum deposits, and wish further particulars in regard to the same, I can refer him to a source whence the information may be obtained.

## EXCHANGE AND BANKING.

Branches of four leading English and South African banks and of one Portuguese bank are located here. All of them do a general banking and exchange business.

The Portuguese bank has the sole right to issue paper money, and its bank notes are always at a par with Portuguese silver. Portuguese gold is never seen here. English and Transvaal gold is the local medium of exchange.

The rate of exchange between English gold and Portuguese silver and paper currency is from reis 5\$600 to 5\$800 to the pound sterling. Reduced to United States money, the milreis is worth from \$.839 to \$.899.

The rate of discount on time paper remains fixed at 8 per cent per annum. The rate of exchange on approved bank drafts between New York and this port is the London-New York rate plus (or minus, as the case may be) a premium or collection charge of from one-eighth to one-fourth of 1 per cent.

For individual bills, and for other documents drawn against open accounts, but not on letters of credit, much higher rates are charged; but these are generally arranged by private contract.

## COMMERCIAL LICENSES.

Commercial travelers are usually not required to take out licenses unless they open sample rooms, in which case they would probably have to secure a general importer's license, which costs about \$125 per year. This license, however, will be granted for three months, upon payment of one-fourth of the annual rate.

## PASSPORTS AND PERMITS.

There has been great relaxation in the Portuguese passport and permit regulations, that is, so far as they concern reputable business men and people who do not belong to the indigent class. Every passenger landing at this port should be prepared to deposit £20 (\$97) with the local authorities as a guaranty. If the person making this deposit is a reputable man, and possessed of sufficient means to enable him to maintain himself in the community, a letter from his consul, setting forth these facts, will insure the return of his money. But if he is proved to be indigent, or is in any other way undesirable, he is expelled from the country, and the cost of his expulsion is defrayed from the £20 above mentioned.

## POSTAL RATES.

For many years the oversea rates on letters posted in this province was 100 reis, which is the equivalent to from 8 to 9 cents per one-half ounce. Recently, however, the rate has been reduced to 65 reis (about 5 cents) per one-half ounce.

## ELECTRIC STREET RAILWAY.

This enterprise is still being elaborated by the people who have secured the concession, but no actual work on the line has yet been

started. American manufacturers wishing to do business with the owners of the prospective road should address J. C. A. Henderson, Sun Court, Cornhill, London. He is the managing director.

Mr. Henderson is also managing director of the Delagoa Bay water-works. Plans for the extension of these works are now being considered. If they are to be carried to completion, the company will probably require some one hundred miles of steel water pipe from 2 to 6 inches in diameter, besides pumping machinery, etc.

#### COLD STORAGE.

The large cold storage syndicate, that has its headquarters at Cape Town and branches at all the principal seaports and cities in South Africa, has bought a large plot of ground here, in the lower town, and will presently build a cold-storage warehouse, from which a business in frozen meats, ice, and provisions will be carried on.

#### OIL STORAGE.

The only American enterprise that I am able to report upon is that of the Standard Oil Company, which has bought land on the line of the Delagoa Bay Railroad, close to the water front, on which an oil storehouse will presently be built. In consequence, the greater part of the oil consumed in the Transvaal will probably be imported through this port.

#### DELAGOA BAY.

The most valuable asset of the province is Delagoa Bay, the finest and safest harbor in all South Africa. A recent report of the Lourenço Marquez Chamber of Commerce says:

The advent of peace and the revival of a world-wide interest in South African affairs offers a unique opportunity of placing the commercial public in possession of a few facts that may possibly influence the minds of unprejudiced men in favor of a harbor which offers advantages incomparably greater than any other South African seaport as a port of discharge for Transvaal cargo. This is not intended to be an elaborate, or even a complete statement of the case for Delagoa Bay, but is merely a concise summary of the more salient features which may appeal to business men who are anxious to lay down their merchandise in the markets of the Transvaal at a minimum cost and risk.

#### A SAFE HARBOR.

The months of August and September, when equinoctial gales prevail along the South African littoral, are generally dreaded by mariners, and the present year has unhappily beaten all previous records, the loss in human life, in ships and cargoes, at the more southerly ports having been phenomenally severe. The exposed position of the open roadsteads, as regards the more violent gales; the difficulty of entering the artificially protected harbors of the Cape Colony and Natal, except in moderate weather, have been the principal contributory causes of the enormous losses recorded. But while patrons of less favored ports have had to pass through most anxious experiences, and the aggregate of losses to owners and underwriters must have reached into hundreds of thousands of pounds, Delagoa Bay has experienced none of these storms and has maintained its remarkable record of immunity from shipwreck and perils of the sea.

A glance at any South African map will show that Delagoa Bay possesses in Inyack Island—it might be more correctly described as a peninsula—a natural and effective protection against that scourge of South African ports—the dreaded southeasterly storms. Any shipmaster exercising ordinary care and knowledge can gain the shelter of Elephant Island and Inyack in any weather, and lie there in comparative comfort till he picks up the pilot and makes his way to the anchorage in the English River off

the town of Lourenço Marques. Many admiralty charts, reflecting the state of affairs prevailing years ago, refer to the unreliability of the buoys under the control of the Portuguese authorities. The stigma no longer holds good. On Inyack is a powerful and well-kept light-house. Two years ago, another light-house was erected on the north end of Cockburn Shoal under difficult engineering conditions, which were, however, successfully overcome, and the path to a safe anchorage from the open sea is thus well indicated. The remaining 20 miles offer no difficulties, as at Cockburn light the pilot hulk is stationed, while those desirous of dispensing with such services can pick up their bearings from the various shore beacons and the Reuben Point light-house, which marks the entrance to the English River.

## DISCHARGING FACILITIES.

The owners of Delagoa Bay, realizing at length that a grand future is in prospect, have commenced a new scheme of wharfage which by March next will provide the first section of 300 meters (330 yards) of deep-water wharf accommodation. This is but a portion of the full scheme. The wharf is to be fitted with the finest system of electrical craneage on the coast, and cargoes will be transferred into trucks or huge storage sheds at one operation.

The various landing companies have a full equipment of lighters and the fleet is being largely added to. Higher up the river at Matolla is the river-front terminus of the Lingham Timber Company's branch line, with pier accommodation and direct connection with the main railway line to the Transvaal. There is ample depth of water for large vessels, and as an indication of probable developments in the near future, it may be mentioned that the whole of the foreshore up to the mouth of the Matolla River has recently been acquired by various Johannesburg syndicates and corporations. It is likely that the bulk of the timber and much of the coal trade may ultimately be carried on in this locality, although provision has been made for large coal stacks and efficient loading plant in the vicinity of what is known as the Netherlands pier, close to the wharf and Central Railway Station.

As a matter of fact the natural formation of the harbor, the absence of risk of stoppage of work through stress of weather, are, apart from the improved facilities now being provided for, sufficient guaranty that, given tenfold the tonnage to handle, ships could be discharged in greater number and in shorter time than at any other South African port or roadstead.

## THE RAILWAY.

If Delagoa Bay suffered from the restricted entrances, exposed positions, shifting bar depths, bad holding ground, and the manifold disadvantages common to other ports, her geographical position as the nearest harbor for Transvaal merchandise would suffice to ultimately bring the bulk of the Rand traffic here.

Appended are the respective distances between the various South African ports of entry and Johannesburg:

	Miles.		Miles.
Delagoa Bay to Johannesburg .....	396	Port Elizabeth to Johannesburg ..	715
Durban to Johannesburg .....	483½	Cape Town to Johannesburg .....	1,015
East London to Johannesburg .....	668		

## Railway rates.

To Johannesburg—	Normal.		Intermediate.		Rough goods. a	
	English currency.	U. S. currency.	English currency.	U. S. currency.	English currency.	U. S. currency.
	s. d.		s. d.		s. d.	
From Cape Town (per 100 pounds) .....	10 10	\$2.68	8 2	\$1.98	7 1	\$1.72
From Port Elizabeth .....	8 1	1.96	6 2	1.50	5 3	1.27
From East London .....	7 8	1.86	5 9	1.39	4 11	1.19
From Port Natal .....	7 8	1.86	5 9	1.39	4 11	1.19
From Delagoa Bay .....	7 0	1.70	5 0	1.21	4 2	1.00

a To secure the rough-goods rate, there must be quantities of not less than 5 tons.

To secure the intermediate class rate for machinery and undamageable iron manufactures, it is necessary to declare them as undamageable, otherwise the normal class rate will be charged.



## PRESENT DRAWBACKS.

*Ring freights.*—By way, probably, of exhibiting to the world their solicitude for the interests of British ports, the framers and executors of the Ring policy have seen fit to load Delagoa freights 2s. 6d. (\$0.60) per ton above Durban. The East Coast Company, having cast in their lot with the shipping combine, perpetrate even a more glaring act of injustice. Ships coming via Suez Canal actually obtain a 60s. (\$14.58) freight to Beira and 55s. (\$13.38) to Delagoa Bay, against 52s. 6d. (\$12.81) to the more distant port of Durban.

If due regard were paid to demurrage, delays in berthing, higher port charges, and greater risks, and other drawbacks met with at the more southerly ports, Delagoa freights would rapidly come down. As things are, however, the shipping interests of this subcontinent are dominated by a combine which fixes its tariffs on arbitrary principles. Fortunately for South Africa, the signs of the times point to a breakdown in this monopoly and the freeing of ports like Delagoa Bay from an unfair and tyrannous burden. If the principle of "fair play and no favor" is ever in vogue, the future of Delagoa will be assured. Without waiting for this happy change, we look to the independent lines of steamers who are now entering the South African service to quote equitable freights to this port, by which means they would the more readily reach a class of importers who are not bound hand and foot to the "Ring," and who would quickly appreciate the economy that could be attained by utilizing the shortest and safest route to their markets.

*Insufficient berthing space for lighters.*—In the past, sufficient attention has not been paid by the Portuguese Government to provide enough space for offloading lighters. Portions of the works were allowed to fall into disrepair, and, in view of the wharf now being constructed rendering these places useless, nothing is being done to either repair the landing quays or deepen the approaches. As already stated, the new wharf should be available shortly after the New Year, by which time probably other arrangements will be made for berthing lighters.

## PORT CHARGES.

*Charges payable by the owners of a steamer of 3,600 tons gross register at the various South African ports.*

## CAPETOWN.

	£	s.	d.
Dock dues, 3,500, at 1d. (say 3 days) .....	44	5	0
Pilotage in and out .....	6	0	0
Stevedoring, 2,000 tons, at 1s. 3d .....	125	0	0
	175	5	0

[Equivalent in United States currency.]

Dock dues, at 2 cents .....	\$215.33
Pilotage .....	29.20
Stevedoring, 2,000 tons, at 30 cents .....	600.00
	844.53

## PORT ELIZABETH.

	£	s.	d.
Pilotage .....	5	10	0
Stevedoring, 2,000 tons, at 10d .....	83	6	8
Ligherage, 2,000 tons, at 7s. 6d .....	750	0	0
	838	10	0

[Equivalent in United States currency.]

Pilotage .....	\$28.76
Stevedoring, at 20 cents .....	400.00
Ligherage, at \$1.82 .....	3,640.00
	4,068.76

## EAST LONDON.

	£	s.	d.
Port dues, 2,000 tons, at 4d .....	33	6	8
Pilotage .....	5	5	0
Stevedoring 2,000 tons, at 10d .....	83	6	8
Lighterage, 2,000 tons, at 5s .....	500	0	0
	626	18	4

[Equivalent in United States currency.]

Port dues, at 8 cents .....	\$160.00
Pilotage .....	25.54
Stevedoring, at 20 cents .....	400.00
Lighterage, at \$1.21 .....	2,420.00
	3,005.54

## DURBAN (OUTSIDE).

	£	s.	d.
Harbor dues, 3,500 tons gross, at 1d .....	14	11	8
Stevedoring, 2,000 tons, at 9d .....	75	0	0
Lighterage, 2,000 tons, at 7s. 6d .....	750	0	0
	839	11	8

[Equivalent in United States currency.]

Harbor dues, at 2 cents .....	\$70.96
Stevedoring, at 18 cents .....	360.00
Lighterage, at \$1.82 .....	3,640.00
	4,070.96

## DURBAN (INSIDE).

	£	s.	d.
Harbor dues, 400 tons, at 9d.; 1,100 tons, at 7 d.; 500 tons, at 4d .....	55	8	4
Tug attendance .....	5	0	0
Stevedoring, 2,000 tons, at 9d .....	75	0	0
	135	8	4

[Equivalent in United States currency.]

Harbor dues, at 18, 14, and 8 cents .....	\$269.67
Tug .....	24.33
Stevedoring, at 18 cents .....	360.00
	654.00

## DELAGOA BAY.

	Reis.	£	s.	d.
Pilotage drawing, say 19 feet inward .....	47,500			
Pilotage drawing, say 15 feet outward .....	37,500			
Port dues, 2,000 tons, at 50 reis .....	100,000			
Port dues, Capitania .....	8,500			
Clearing .....	8,000			
Board of health .....	1,200			
Stamps .....	1,100			
	203,800=	35	15.	1
Stevedoring, 2,000 tons, at 1s .....		100	0	0
Lighterage, 2,000 tons, at 6s. 6d .....		650	0	0
		785	15	1

[Equivalent in United States currency.]

Pilotage, inward and outward, at 5,800 reis .....	\$71.31
Port dues, at 50 reis (about 4½ cents) .....	83.90
Port captain .....	7.13
Clearing .....	6.71
Board of health .....	1.00
Stamps .....	.92
Stevedoring, 2,000 tons, at 24 cents .....	480.00
Lighterage, at \$1.58 .....	3,160.00
	3,810.97

## COMPARATIVE STATISTICS.

*Charges payable by consignee on a cargo of 2,000 tons galvanized iron, valued at £24,000 (\$116,796), forwarded through the various South African ports to Johannesburg.*

Nature of charges.	Amount payable at Cape Town.		
	Rate.	English currency.	United States currency.
Customs transit dues .....	3 per cent .....	£ 720 0 0	\$3,503.88
Harbor dues .....	2s. 6d. a .....	300 0 0	1,459.95
Agency—Clearing, forwarding and loading on trucks, and landing. ....	60 cents b .....	360 0 0	1,751.94
Transvaal duty .....	73 cents b .....		
Railage .....	74 per cent .....	1,800 0 0	8,759.70
..... per 100 pounds. ....	69d .....	18,293 6 8	89,024.96
	\$1.96 b .....		
Total .....		21,473 6 8	104,500.45

  

Nature of charges.	Amount payable at Port Elizabeth.		
	Rate.	English currency.	United States currency.
Customs transit dues .....	3 per cent .....	£ 720 0 0	\$3,503.88
Harbor dues .....	4 per cent .....	90 0 0	437.96
Agency: .....	2s. a .....	240 0 0	1,167.96
Clearing and forwarding and loading on trucks. ....	48 cents b .....		
Landing .....	5s. a .....	800 0 0	2,919.90
Transvaal duty .....	\$1.21 b .....		
Railage .....	74 per cent .....	1,800 0 0	8,759.70
..... per 100 pounds. ....	74d .....	13,813 6 8	67,223.06
	\$1.50 b .....		
Total .....		17,263 6 8	84,012.48

  

Nature of charges.	Amount payable at East London.		
	Rate.	English currency.	United States currency.
Customs transit dues .....	3 per cent .....	£ 720 0 0	\$3,503.88
Harbor dues .....	4 per cent .....	120 0 0	563.96
Agency—Clearing, forwarding and loading on trucks, and landing. ....	3s. a .....	360 0 0	1,751.94
Transvaal duty .....	73 cents b .....		
Railage .....	74 per cent .....	1,800 0 0	8,759.70
..... per 100 pounds. ....	69d .....	12,880 0 0	62,680.52
	\$1.39 b .....		
Total .....		15,880 0 0	77,280.02

  

Nature of charges.	Amount payable at Durban.		
	Rate.	English currency.	United States currency.
Customs transit dues .....	3 per cent .....	£ 720 0 0	\$3,503.88
Harbor dues .....	4 per cent .....	60 0 0	291.99
Agency—Clearing, forwarding and loading on trucks, and landing. ....	2s. a .....	240 0 0	1,167.96
Transvaal duty .....	48 cents b .....		
Railage .....	74 per cent .....	1,800 0 0	8,759.70
..... per 100 pounds. ....	69d .....	12,880 0 0	62,680.52
	\$1.39 b .....		
Total .....		15,700 0 0	76,404.05

*Charges payable by consignee on a cargo of 2,000 tons galvanized iron, etc.—Continued.*

Nature of charges.	Amount payable at Delagoa Bay.		
	Rate.	English currency.	United States currency.
Customs transit dues .....	3 per cent .....	£ 720 0 0	\$3,508.88
Harbor dues .....		73 1 2	355.53
Agency—Clearing, forwarding and loading on trucks, and landing. ....	{ 4s. ....	400 0 0	1,946.60
Transvaal duty .....	{ 97 cents b. ....		
	{ 74 per cent. ....		
	{ 60d. ....	1,800 0 0	8,750.70
Railage.....per 100 pounds..	{ \$1.21 b. ....	11,200 0 0	54,504.80
Total .....		14,193 1 2	69,070.51

a Per short ton of 2,000 pounds.

b United States currency.

W. STANLEY HOLLIS, *Consul.*

LOURENÇO MARQUEZ, *November 14, 1902.*

## MADAGASCAR.

From all points of view, the past year has been one of steady progress in the development of the French colony of Madagascar. The country is at peace; a slight outbreak of plague at Majunga, on the west coast—the only untoward incident of the year—has been successfully combated; the administration of the colony has undergone no change; commercial conditions are on the whole of a favorable and hopeful character. The great central provinces of the interior, enjoying a temperate climate and supporting a million Hovas and Betsiles, contain in themselves all the elements that, under French control, should make a thriving colony. Possessing all the intelligence of the Japanese, these lighter-colored races readily adapt themselves to Western civilization, and with their increased wants will come unlimited possibilities for trade expansion. But these tribes are with difficulty induced to descend to the coasts. On the one hand, the pestilential terrors fresh in their memories of the days when they were led to make war against the inferior coast tribes, and on the other, their pride against associating with these conquered peoples, who are now placed by the French on an equal footing with themselves, militate against assimilation; consequently conditions on the coast of Madagascar are entirely distinct from those in the interior. But there are two causes at work which it is hoped will, in the very near future, tend to break down this barrier—one is the construction of a railway between the coast and the capital, which railway is in a fair state of advancement; the other is the possible discovery of gold in paying quantities, which would lead to a dissemination of the central tribes and to an infusion of white blood into the colony, for, be it remarked, the present inducements to foreigners of non-French nationality are not great, and one of the drawbacks to rapid colonial development is the lack of disposition on the part of Frenchmen to emigrate. Thus the statistics of the French colonial office show that for the year 1901 the movement of French emigration toward Madagascar comprised 95 men, 33 women, and 29 children, disposing of a capital, according to their declared

statement, of 220,000 francs (\$42,460). This, it is true, is published as showing an increase of about 20 per cent over the previous year, but the meagerness of the figures and the trivial amount of money brought into the country from independent sources speak for themselves. Nearly all that is being done in the way of increasing the white population of Madagascar is accomplished at public expense rather than by private enterprise. It is also a fact that a very large percentage of the private colonists return home after a not very lengthy sojourn, many of them on transportation furnished by the Government.

#### TAMATAVE TRADE.

Tamatave is, and probably always will be, the chief port of the island, and an analysis of its trade during the present year is the best gauge for forming a general estimate of the foreign commercial relations of Madagascar.

The custom-house statistics for the first six months of the year 1902, compared with the figures for the corresponding period of the year 1901, show an increase in the imports of \$450,730.65 and 13,661 tons. The imports, in fact, have risen from \$1,668,294.51 to \$2,119,025.16, while the tonnage, which was 11,316 tons for the first six months of 1901, more than doubled during the corresponding months of this year, reaching 24,977 tons. Goods for the account of the colony—mainly material for the railway between the coast and the capital—enter, however, into these imports to the amount of 6,220 tons, valued at \$353,658.21. Deducting these figures, the actual amount of goods received by the Tamatave houses of commerce during the six months of the present year, either directly or in transit, represents 18,757 tons, valued at \$1,765,366.95.

The exports for the same period have likewise exceeded those for the corresponding months of last year, having amounted to \$474,388.78 an increase of \$185,265.71.

Of the imports, cotton goods, liquors, and articles of metal take the lead. With the exception of \$17,700 worth of blue Pondichery cloth, which is the Hova national material for mourning, and some \$3,000 worth of tissues from various other sources, the whole trade in woven fabrics, representing 3,000,000 francs (\$579,000) for the half year, is of French origin. Last year's figures, it may be remembered, had already doubled those of 1900, and this year again showed a further increase of \$38,600. The French trade in this commodity undoubtedly indicates progress.

The imports of inferior brandies and alcohols have been decreasing for the last three years. This has been brought about by a law compelling all importers of alcohols to submit samples for examination by a board of chemical analysts at Antananarivo; and the good effects are obvious. The figures for the past half year are \$37,442, as against \$53,400 for 1901, whereas in 1900 they stood at \$97,500. The adjoining French colony of Reunion imported rum to the amount of \$14,475. As a set-off against the decrease in bad spirits, the increased import of wholesome ordinary table wines speaks well for the colony.

The railway undertakings and the notable extension in building operations have raised the six-monthly imports of metal goods from \$69,323 last year to \$259,085 this year. Of the latter figure, however,

\$44,067 worth was entirely for Government material. The imports of lime and cement, without showing notable increase, have also improved.

The imports of timber from Norway and Mexico, which during the first six months of 1901 were valued at \$18,721, this year rose to \$57,900 worth. Rice has had to be imported from Saigon to the value of \$84,534, and flour from France to \$43,425.

In the export trade, gold dust, dry-salted hides, and live cattle take the lead and show a steady increase; consequently the falling off in the exports reported in last year's returns has been checked, and the first six months of 1902 show an increase of a million francs (\$195,000) over the amount for the corresponding period of 1901.

The exports of the natural agricultural resources—principally *rafia* fiber and rubber—continue to diminish. From 26 tons of rubber exported in 1901, this half year shows a record of only 11 tons. *Rafia* fiber has also fallen to \$53,077 worth, which is only half of that of last year. Cacao and vanilla and other similar colonial produce have undergone little or no change, but their cultivation is still in an embryo state.

The quantity of gold dust sent out of the country has doubled, having amounted in value for the past six months to \$311,299. The exports of live oxen, which last year represented only \$2,000, have, during the first half year of 1902, owing to the establishment of a regular supply for Mauritius, Reunion, and South Africa, figured up to \$22,398.

The exports of hides and wax stand at 247,103 kilos, valued at \$61,011. For the corresponding six months of 1901, these figures were only 38,175 kilos, valued at \$16,739.

There has been a decrease in the exports of Madagascar timber sent to France and Germany, only 95 tons having been sent out. These shipments consist mainly of ebony, which finds favor in the Hamburg market.

During the first six months of 1902, 244 vessels have called at Tamatave, of a total tonnage of 117,341. They landed 4,378 passengers and embarked 3,443. Of these 244 vessels, 148 were French, 68 English, 4 German, and 25 of various other nationalities.

#### CATTLE TRADE.

Cattle raising has ever been justly considered as one of the chief sources of wealth in Madagascar. Remarkably well adapted to the country and easily fattened, the Malagasy oxen, in spite of the scarcity of pasture land on the central plateau during the dry season and the apathy of the natives who ignore the most elementary rules of hygiene, give results which yield in no way to those obtained from the European species. Robust and enduring, the Madagascar ox stands the fatigue of a sea voyage exceedingly well; consequently the trade in the export of cattle has always been flourishing in the great African island.

The adjacent colonies of Mauritius and Reunion, and more particularly South Africa, whose herds have for many years been decimated by diseases in an endemic state—cattle plague, tuberculosis, and gastro-enteritis—are obliged to look abroad for draft oxen and for butchers' meat which they can not produce in sufficient quantities for their own use. Thus, Madagascar, by its geographical position, naturally suggests itself as the central furnishing depot for these countries.

The cattle trade had, however, of late years fallen off considerably—in fact, almost ceased in some places—owing to the diminution in the herds, the consequence of the insurrectionary movements of 1896-97; but the measure taken by the local administration in forbidding the slaughter or exportation of cows and heifers, and the raising of the export duties with a view to remedying the situation, are now beginning to produce good results, and the former bovine wealth of the island bids fair to be restored and outside buyers have already commenced to renew their relations. Moreover, the necessity felt just now in South Africa for bettering the stocks of cattle singularly favors this movement.

An examination of the trade for the first six months of 1902, as compared with the figures for the corresponding period of 1901, will at once show the importance of this resuscitation of trade.

*Number of cattle exported from Madagascar.*

From what port shipped.	Number of oxen exported from January to June, 1901.	Number of oxen exported from January to June, 1902.
Tamatave.....	100	752
Majunga.....	100	3,385
Vohemar.....	600	8,452
Diego Suarez.....	781	450
Tulcar.....	162	461
Fort Dauphin.....	1,343	533
Analalava.....	1,343	2,067
Total.....	2,986	15,900

This important increase of 12,964 oxen exported for the half year is not a spasmodic effort, but a sign of a general revival of the trade; and it is computed, from information recently obtained, that without in any way compromising the local supply or the normal increase of the herds, the island of Madagascar can henceforth furnish regularly for exportation more than 70,000 head of cattle. The average weight of a Madagascar ox is 560 pounds, and the all-round price at the port of shipment about \$20 United States gold.

UNITED STATES TRADE WITH MADAGASCAR.

It is now a trite subject that our former large trade with Madagascar in American sheetings and shirtings, which was reciprocated by her giving us in exchange the bulk of the dry-salted hides of the island, has completely collapsed, owing to the application of the general tariff. The style and qualities of those cottons, preserving, however, in many cases the old Massachusetts marks, are now being imitated in France, and, from lack of choice, the natives have reconciled themselves to them. Our country, however, still remains the chief purveyor of petroleum, and although some quantities of this commodity reach Madagascar from Russia, its quality is inferior to that imported from the United States. American canned goods also find favor in the market here, and appear to have driven out English goods of the same category. From the custom-house statistics for the six months

ended June, 1902, I have culled out singly, as shown in table below, the articles declared as of United States origin coming to Madagascar. They represent a total value for the half year of \$22,222.36. These figures are not improbably below the mark, because in the countless items marked "Origin unverified," doubtless some American goods come in for their share of nonrecognition. It is very difficult to foresee or indicate at any time just what particular line of American goods will find favor here. In illustration of this remark, I would point to item No. 8 of table referred to, under the heading of "Household utensils" which, on inquiry, I discover are a particular make of glazed earthenware bowls, peculiarly adapted to the native form of serving up rice, but which, I venture to say, were never turned out by the manufacturer with an eye to the Madagascar trade, although they happen to be "the very thing." From this, I am naturally led to repeat what I have more than once alluded to, viz, the lack of direct shipping between the United States and Madagascar ports. It is absolutely useless to furnish our merchants with samples or to distribute their catalogues—the custom dues even are no insuperable bar to the introduction and sale of many commodities—when the fatal stumbling-block to every enterprise is "how to get the goods to Madagascar." The heavy charges for freight and transshipment by present circuitous routes render the attempt impracticable. Another great drawback is the lack of an international parcels post. It is really amazing how large a trade is built up from small beginnings traceable to the facilities afforded by the parcels post, which enables merchants to fill trifling orders and thus make their goods known. So long as these two difficulties are not overcome, it is simply wearisome to hold out hopes to our manufacturers of obtaining any very important share of the Madagascar market.

#### GERMAN AND INDIAN TRADE WITH MADAGASCAR.

It is an undoubted fact that Germany is in many ways taking the lead in obtaining the trade of Madagascar, especially all along the West Coast, and is the most serious commercial rival of France. The advantages which the Germans enjoy may be thus classed: In the first place, they command very large capital, which allows them to pass through periods of depression unmoved and heedless of temporary fluctuation; secondly, the German houses have been established with head offices at Nossi-Bé for a considerable number of years and have secured a large custom with influential and solid Indian firms which themselves are as old as the hills and possess countless branch houses in every creek and corner of the West Coast. These Indians are the commercial travelers for and the distributors of German imports, and they form a drainage system from every small native village to centralize the principal articles of native produce—rubber, wax, and tortoise shell—at Majunga. Furthermore, these German houses retain their Indian clients by long credits, which they give to firms they know well and which are the most important houses at Majunga. These credits, limited to sixty and ninety days by the French houses, are extended to nine and twelve months by the German firms. Then, instead of the system of drawing bills due at a fixed date, which implies protest and all its inconvenience when payment is not punctual, the



German houses accept payments on account mutually agreed upon according to the magnitude of the transactions. It is evident that this way of doing business, which, however, is only possible by merchants of large capital, immensely facilitates relations between the wholesale firms and their customers. Moreover, the difficulty and uncertainty of communication between Majunga and all these small ports renders this the only system practicable; because a whole year may sometimes elapse before the imported goods, delivered wholesale, can be distributed, sold, and cash or produce paid at Majunga. It must be added that the Germans import a great deal of their goods from France, especially cottons, which otherwise would pay 60 per cent duty. To sum up, then, where the French houses, often with difficulty, accord a credit of \$5,000 at ninety days' sight to an Indian, the German will grant him \$50,000 on the same or even better conditions; consequently these Indians, who are the only intermediaries between European houses and the natives of Madagascar, transact 75 per cent of their business with other than French merchants, and added to this they have their direct trade with Bombay, whence they import petroleum, iron trunks, coconut oil, glue, etc., swarming down on the shores of Madagascar in their dhows, as probably they have been doing for five hundred years, so soon as the northeast monsoon sets in (November to March).

The whole secret lies in the fact that the German firms adapt and modify their methods to the racial peculiarities and the geographical anomalies of the countries they trade with; their employees all speak not only French, English, and German, but many of them also know Malagasy and Swaheli, and, having already a profound commercial training, deal direct with the natives.

#### THE MADAGASCAR RAILWAY FROM THE COAST TO THE CAPITAL.

I have already reported on this most important feature of the development of Madagascar, in my previous allusions to the projected railway from the coast to the capital.<sup>a</sup> On the 20th of this month (October), the governor-general proposes to open the first section of 80 kilometers (18 miles) of the completed line, which proceeds from the coast, at the head depot called Brickaville, near Andevooronto, to the first station, Aniverano. But apart from this actually completed section, the work is going on at the other end and at some intermediary spots. The whole length of the line will be 360 kilometers (about 216 miles), and it is computed that it will yet require five years or more to bring the work to completion, and will cost some 200,000,000 francs, or \$39,000,000.

The difficulties of the undertaking are not so much those of engineering as the problem of sufficient suitable labor. The paucity of the inhabitants of Madagascar, which is now an established fact, precludes all possibility of obtaining natives in large numbers for navy work; in fact, the drainage on the population has already explained the falling off in agricultural produce, even of the staple food, rice, which consequently has now to be brought from Saigon to supply the deficit. The sundry importations of foreign labor have also

<sup>a</sup>See Advance Sheets of Consular Reports No. 1276 (Feb. 27, 1902); Consular Reports No. 260 (May, 1902).

caused great difficulties, and in some cases have proved disastrous, owing to the insidious nature of the climate. Chinese and Indian coolies have proved a failure, but a thousand Abyssinians have been fairly satisfactory. For masons, recourse is had to Italian emigrants, while Montenegro and Greece furnish navvies. The coast natives, who are not inured to toil—their only method of cultivating rice even being to wantonly set fire to the forest and throw their rice broadcast to grow as best it can—are apathetic and unfit for excavation work. The Hovas of the interior fall sick as soon as they come down from their table-land, so that the French have had to contend with great difficulties, which, however, are gradually being overcome. A tunnel some thousand yards long through the solid granite is the chief engineering feature of note and will require about fifteen months to complete.

#### THE MINING PROSPECTS OF MADAGASCAR.

Considerable interest still continues to be manifested in the probable future of Madagascar as a gold field. The exports of gold dust continue to increase and a new code of mining laws (see my report dated April 15, 1902<sup>a</sup>) issued this year, which affords all reasonable facilities to companies, has given general satisfaction. One or two English syndicates are in course of organization, but the peculiar geological formation of Madagascar has hitherto baffled the experience of miners, and it yet remains for experts to pronounce on the actual mineral wealth and of the value of the gold deposits. The country has not been given a fair trial, but in the opinion of those best able to judge, there seems every likelihood that Madagascar may any day turn out to be a rich gold field.

#### NEW SHIPPING LINES.

The steamship company of the "Chargeurs Réunis" has at present under consideration the establishment of an annex line of vessels to connect Tamatave with South Africa, more particularly Durban and Lourenço Marquez.

#### RATES OF EXCHANGE.

The rate of exchange fluctuates between 4.95 and 5 francs to the dollar. To facilitate trade operations between the West Coast and South Africa, a decision of the Colonial authorities has recently declared the English gold piece to be legal tender and fixed its exchange value at 24.50 francs for an English pound sterling.

The rates for postage and cablegrams remain unchanged.

WILLIAM H. HUNT, *Consul*.

TAMATAVE, *October 3, 1902.*

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<sup>a</sup> See Advance Sheets of Consular Reports No. 1358, June 4, 1902; Consular Reports No. 263, August, 1902.

*Madagascar exports for the six months ended June 30, 1902.*

Kind.	Kilos. <sup>a</sup>	Value in United States currency.
Metals (almost entirely gold dust, and some copper).....	10, 715	\$334, 715. 09
Live cattle (chiefly oxen for Mauritius, Reunion, and South Africa).....	4, 837, 763	280, 570. 46
Animal produce (raw hides, beeswax).....	658, 860	179, 049. 13
Vegetable fiber (mostly raffia).....	1, 269, 380	114, 365. 04
Colonial produce (coffee, cacao, cloves, vanilla).....	53, 338	35, 609. 58
Vegetable produce (rubber and gum copal).....	56, 674	34, 865. 39
Cereals (rice, maize, Cape beans).....	441, 237	28, 127. 04
Timber (chiefly ebony).....	780, 363	20, 285. 65
Fishery produce.....	103, 228	12, 931. 75
Horns, tortoise shell.....	38, 496	8, 830. 20
Straw work (native-made hats, sacks, mats, and rabannas.....	37, 195	1, 005. 56
Native jewelry and metal work.....	19, 010	785. 12
Native woolen fabrics.....	4, 317	218. 65
Fresh fruit.....	5, 002	171. 19
Total.....	8, 377, 567	1, 062, 169. 42

<sup>a</sup> Of 2.2046 pounds.*Madagascar imports for the six months ended June 30, 1902.*

Kind.	Kilos.	Value in United States currency.
Animals (horses, mules, and asses).....	23, 906	\$13, 181. 90
Animal produce (salt meat, hams, canned meats, lard, condensed milk, cheese, butter, etc.).....	446, 308	115, 569. 32
Arms and ammunition.....	33, 534	16, 470. 48
Articles of metal (jewelry, watch making, agricultural machines, printing machines, sewing machines, tools, locks, ironmongery, household utensils, and plated ware).....	2, 249, 771	405, 314. 28
Articles of woodwork.....	790, 691	51, 505. 33
Chemicals.....	1, 381, 632	37, 442. 77
Colors and paints.....	132, 376	16, 171. 66
Dyes and tan.....	4, 465	377. 12
Divers compositions (soaps, candles, glue, blacking, perfumeries).....	429, 465	73, 301. 78
Farinaceous food stuffs (wheat, flour, Saigon rice, potatoes, beans).....	9, 217, 931	485, 431. 54
Fibers (cotton, wool, hemp, tow, jute, etc.).....	21, 315	2, 276. 63
Fish produce (salted cod, dried fish).....	125, 197	25, 539. 30
Fruits and seeds (canned and bottled fruits, dried raisins, figs, prunes, nuts, almonds, etc.).....	208, 446	11, 198. 63
Furniture.....	123, 253	29, 220. 39
Glassware.....	154, 066	22, 119. 34
Groceries (sugars, biscuits, sweetmeats, chocolate, spices, tobacco, and cigarettes).....	1, 041, 701	143, 873. 20
Medicinal herbs.....	3, 606	522. 06
Metals (steel rails, corrugated iron, and sheet tin, etc.).....	1, 228, 043	113, 799. 36
Musical instruments (pianos, harmoniums, accordions).....	17, 309	7, 825. 95
Oils (coconut oil, cotton-seed oil, pistachio oil, linseed, turpentine).....	414, 820	60, 986. 84
Paper and its appliances (printing paper, wall paper, cardboard, books, cards, pictures, maps, etc.).....	151, 641	40, 513. 21
Peltry and leather goods (skins, gloves, saddles, leather trunks, boots, and shoes).....	41, 883	40, 021. 83
Pottery, porcelain and earthenware.....	268, 468	19, 924. 16
Sponges.....	96	135. 05
Stone, marble, and combustible mineral oils, lime, cement, coal, and petroleum.....	22, 845, 711	299, 000. 62
Straw and basket work.....	49, 965	10, 352. 32
Thread (cotton, linen, silk, and hempen).....	69, 563	19, 548. 00
Timber (sawn logs and planks from Mexico and Norway).....	4, 896, 842	181, 269. 26
Vegetable products (perishable, such as fresh vegetables, fresh fruit, plants).....	306, 880	83, 681. 40
Wines and spirits (clarets, liqueurs, champagne, beer, cider, brandies, and mineral waters).....	5, 224, 569	497, 590. 47
Woven fabrics.....	2, 118, 582	1, 140, 301. 51
Unclassified goods, including carriages, bicycles, boats, rubber goods, hats, umbrellas, parasols, matches.....	837, 899	189, 221. 64
Total.....	54, 862, 901	4, 053, 678. 54

*Value of goods of American origin imported into Madagascar during the six months ended June 30, 1902.*

Kind.	Value in United States currency.	Kind.	Value in United States currency.
Biscuits .....	\$25.09	Household utensils a .....	\$1,726.77
Canned lobsters .....	82.02	Lamp glasses .....	18.00
Canned meats .....	1,396.98	Lard .....	574.38
Canned vegetables .....	9.00	Petroleum oil .....	17,487.15
Cocoa .....	12.00		
Cotton goods .....	10.00	Total .....	22,222.86
Flour .....	881.04		

a Glazed earthenware rice bowls.

*Total import and export trade of Madagascar for the years 1900-1901, by ports.*

Name of port.	Imports.			
	1900.	1901.	Increase.	Decrease.
Tamatave (east coast) .....	\$2,360,249.88	\$3,262,155.48	\$901,905.59	
Majunga (west coast) .....	1,557,486.26	1,624,880.14	67,393.88	
Diego Suarez (north) .....	1,806,539.05	1,507,746.49		\$298,892.66
Mananjary (southeast) .....	487,852.66	861,498.73	373,646.07	
Vatomandry (east) .....	1,602,821.80	531,858.78		70,963.01
Nosi-be (north) .....	641,765.91	464,460.48		177,305.43
Andoveranto (east) .....	84,831.73	332,228.46	247,896.72	
Fort Dauphin (southeast) .....	85,782.90	112,698.28	26,910.37	
Tulear (southwest) .....	103,680.18	71,607.63		82,072.54
Vohémar (northeast) .....	26,285.25	14,937.42		11,347.82
Morondava (southwest) .....	26,608.50	40,457.81	13,854.31	
Ste. Marie (east) .....	13,268.94	21,677.37	8,408.43	
Mahanoro (southeast) .....		4,104.53	4,104.53	
Farafangana (southeast) .....	14,198.81	20,108.47	6,009.66	
Analaava (northwest) .....		12,085.28	12,085.28	
Ambohibe (southwest) .....				
Mainitirano (west) .....		542.91	542.91	
Antalaha (northeast) .....		1,324.17	1,324.17	
Saiala (west) .....				
Total .....	7,810,866.87	8,884,322.48		

Name of port.	Imports.			
	1900.	1901.	Increase.	Decrease.
Tamatave (east coast) .....	\$954,040.10	\$880,086.75		\$73,953.35
Majunga (west coast) .....	288,121.40	217,632.01		70,489.39
Diego Suarez (north) .....	76,256.80	81,561.41	\$5,304.61	
Mananjary (southeast) .....	98,447.12	86,047.12		7,400.00
Vatomandry (east) .....	120,960.48	106,322.15		14,638.28
Nosi-be (north) .....	127,747.47	100,529.06		17,218.40
Andoveranto (east) .....	20,393.53	28,554.54	8,161.01	
Fort Dauphin (southeast) .....	56,370.09	38,612.54		17,757.54
Tulear (southwest) .....	143,647.97	68,631.90		74,816.06
Vohémar (northeast) .....	128,465.04	53,111.28		75,353.76
Morondava (southwest) .....	4,273.98	8,848.42		425.56
Ste. Marie (east) .....	22,224.38	22,230.70	6.37	
Mahanoro (southeast) .....	5,794.43	30,078.08	24,283.64	
Farafangana (southeast) .....	3,325.19	837.04		2,488.15
Analaava (northwest) .....		8,256.54	8,256.54	
Ambohibe (southwest) .....	2,430.83	4,119.00	1,688.17	
Mainitirano (west) .....	2,743.88	990.10		1,753.79
Antalaha (northeast) .....				
Saiala (west) .....	164.05	617.60	453.55	
Total .....	2,050,406.64	1,732,266.24		

*Total import and export trade of Madagascar for the years 1900–1901, by ports—Continued.*

Name of port.	Imports.			
	1900.	1901.	Increase.	Decrease.
Tamatave (east coast) .....	\$3,314,289.98	\$4,142,242.23	\$827,952.24	
Majunga (west coast) .....	1,845,607.66	1,842,517.15		\$3,090.54
Diego Suarez (north) .....	1,882,795.85	1,589,307.90		293,487.95
Mananjary (southeast) .....	581,299.78	947,545.85	581,858.78	
Vatomandry (east) .....	723,782.23	638,180.98		85,643.75
Nozi-be (north) .....	769,513.88	564,969.54		204,523.88
Andoveranto (east) .....	104,725.26	360,783.00	256,057.74	
Fort Dauphin (southeast) .....	142,152.99	151,306.82	9,152.83	
Tulear (southwest) .....	247,323.15	140,439.58		106,883.61
Vohémar (northwest) .....	154,750.29	68,048.70		86,701.58
Morondava (southwest) .....	80,877.48	44,306.23	13,428.74	
Ste. Marie (east) .....	35,493.27	43,908.07	8,414.80	
Mahanoro (southeast) .....	5,794.43	34,182.61	28,388.16	
Farafangana (southeast) .....	17,524.00	20,945.51	8,421.51	
Analalava (northwest) .....		20,291.82	20,291.82	
Ambohibe (southwest) .....	2,480.83	4,119.00	1,638.17	
Maintirano (west) .....	2,743.88	1,533.01		1,210.88
Antalaha (northeast) .....		1,324.17	1,324.17	
Soalala (west) .....	164.05	617.60	453.55	
Total .....	9,861,273.51	10,616,588.67		

### SUPPLEMENTARY.

#### THE FINANCIAL SITUATION OF MADAGASCAR.

The local budget for the island of Madagascar for the year 1901, as presented by the secretary-general of the colony and officially published, shows the receipts to have been \$4,547,296 and the expenses \$4,467,517, or a surplus of \$79,779. This bonus is the lowest that has been realized since 1897; but when are taken into consideration the very great development in the postal and telegraph service, the improvements of the ports and harbors, and other public works of manifest importance to the colony, in which the money has been spent, it is impossible to deny that the results attained from a financial point of view are more brilliant than in preceding years.

The largest source of revenue to the colony is the poll tax on the natives—from \$2 to \$6 a head, according to the locality—which for the year amounts to \$1,379,854; and next follow the taxes on the markets (\$27,952), rice fields (\$13,450), and mines (\$12,331). I mention these figures more particularly as being the chief ones in excess of past years, and consequently showing a tendency to increased activity in commerce, agriculture, and mining, respectively.

Of the colonial expenses, the largest items are \$667,505 for public works, \$179,640 for post and telegraph, and \$142,505 for transport of government officials and material. These and many other items are considerably in excess of former years, but must be taken as an earnest of the government's intention to endow the colony with all the economic outfit indispensable to progress. The multiplication of telegraph lines, schools, hospitals, and transport facilities, which account for increased expenses, certainly point to advancement and encourage hope for the future welfare of the colony.

#### INAUGURATION OF RAILWAY.

In Consular Reports No. 260, May, 1902, I had occasion to give a general outline of the projected railway to connect the east coast of

Madagascar with the central and densely populated province of the interior and its capital, Antananarivo. I have now to report the opening of the first 30 kilometers (18 miles) by General Gallieni, governor-general of Madagascar, on the 16th of October last, a ceremony which, considering the great difficulties that have had to be overcome in the undertaking, has been quite reasonably looked upon by the people of Madagascar with great pride and satisfaction, and in which all the members of the consular corps, were asked to take part. When it is remembered that Madagascar is an island 1,000 miles long, of an area of 228,000 square miles, and a population of only 2,500,000—a point frequently lost to view by people at home—it will be easily understood how vital to the interests of the colony is the existence of a railway. The enormous cost for the last seven years of merely transporting officials and government material from place to place would alone have sufficed to build a railway twice over; but the very causes that have made primitive transport so costly are those that render the construction of the railway so difficult, viz, lack of labor. A recapitulation of the salient features of this undertaking is necessary in order to make the situation clear. Ever since General Gallieni's pacification of the island in 1897, his dream has been the construction of this railway. After laborious surveying for three years, a route was decided upon, and in April, 1900, a loan of \$12,000,000 was contracted by the colony for commencing the work.

The plan was to complete the work in seven years. In view of the paucity of the inhabitants, the unhealthfulness of the climate and the lack of food all along the route, it was first necessary to establish working camps every 3 miles, with a complete medical service and ambulance corps, so that the sick and injured could always be in easy reach of every necessary attention. Kitchen gardens have been made all along the road, to insure a supply of fresh provisions; bakeries have been established; and markets have been opened which are supplied with groceries by Chinamen and with fowls, eggs, beef, and mutton, etc., by the Hovas from the capital. All these preliminary installations are what have really so far absorbed the greater part of the work before a rail could be laid down. The experiments of utilizing Hindoo and Chinese coolies as laborers most signally and disastrously failed, but at length, the difficulty of obtaining native labor appears to be overcome. The advantages of employing native-paid labor are obvious, as the money spent will be kept in the colony; the coast tribes, who are so deplorably apathetic, will be drilled into honest and steady work; the intelligent Hovas will become artisans; native villages will spring up all along the line, and the seven years' discipline will produce a healthy activity quite apart from the ultimate and intrinsic advantages of the railway itself. It is estimated that a steady supply of 5,000 men can now be furnished and will suffice for the work. These natives are to be taken from the central provinces during six months of the year, in the cool season, when the Hovas can better support the coast climate, while the coast tribes will be employed during the hot season. In that way, the agricultural pursuits of both are not seriously interrupted. Native laborers are paid 20 cents a day, with an allowance of 2 pounds of rice per diem, and are lodged at government expense.

## COMMERCIAL MUSEUM.

There has been opened this year at Tamatave a commercial museum, to which are annexed a bureau of publicity, a library, and a reading room, all free to the public. The museum has for its object the placing before the public of samples of and information on all articles and produce susceptible of commercial development. Thus, visitors to Tamatave may at one glance form an idea of the commercial, agricultural, mining, and industrial resources of the colony. On the other hand, the museum is open to exhibits of samples from abroad, of all kinds of goods suitable for importation. Such samples should be addressed direct to the Conservator of the Commercial Museum, under cover to the Administrator, Chief of the Province of Tamatave. Goods thus exhibited can not be withdrawn before the expiration of two months, but may remain on show without charge as the property of the exhibitor for a period of six months, after which, if not removed, they become the property of the museum.

## BOER IMMIGRATION.

An event that will have an important bearing on the development of Madagascar is the projected and much talked of immigration of Boers to form a colony in the central province of Imerina. Boer and Orange River delegates have arrived at the capital to treat with the governor-general, who, with the approval of his Government, is reported to be favorably disposed to the infusion into the colony of some ten thousand refugees of the Transvaal, including women and children. These immigrants propose to become French citizens and acquire from the government a sufficient area of territory for purposes of farming and cattle raising.

## GENERAL CONCLUSIONS.

It must be borne in mind that a certain amount of American trade filtrates into the country of which no record is kept, for the reason that it is to the interest of the buyer, seller, and statistician to make everything appear as much as possible of French origin. By the courtesy of the British vice-consul at Majunga, I have this week been informed that an American barque from Boston recently landed there 10,000 cases of petroleum direct from New York, and that by dhows during the fiscal year ended June 30, 1902, 5,000 cases were brought from Zanzibar; and, further, that 100 bales of American cottons were imported from Germany. This illustration, which could possibly be repeated with regard to other ports, shows that our hold on the trade of Madagascar is by no means entirely lost, and can be retrieved, as I have so often remarked, when direct shipping facilities are once more created between the United States and this island.

WILLIAM H. HUNT, *Consul*.

TAMATAVE, *November 3, 1902.*

Table showing the countries to which Madagascar produce was exported for the calendar years 1900-1901.

Name of country.	United States currency, 1900.	United States currency, 1901.
France.....	\$1,410,824.40	\$1,174,201.58
Germany.....	249,127.87	258,759.15
East coast of Africa.....	104,668.72	114,844.65
French colonies.....	80,350.72	76,960.10
England.....	68,273.75	51,654.71
British colonies.....	125,466.98	87,229.31
Other countries.....	11,694.26	18,616.78
<b>Total.....</b>	<b>2,060,406.70</b>	<b>1,732,266.28</b>

Table showing the principal produce exported from Madagascar for the calendar years 1900-1901.

Articles.	1900.		1901.	
	Kilos. <sup>a</sup>	United States currency.	Kilos. <sup>a</sup>	United States currency.
Beeswax.....	217,918	\$98,005.40	262,923	\$125,397.89
Cacao.....	6,997	2,324.68	7,209	4,443.05
Cloves.....	100,356	12,517.01	34,424	5,155.22
Ebony.....	214,018	8,161.01	562,325	21,527.99
Gold dust.....	1,289	641,354.68	1,077	590,764.90
Gold ingots.....	111	51,113.35	111	46,072.57
Gum copal.....	10,913	8,442.78	18,971	8,453.98
Hides (large).....	604,985	100,621.13	739,833	147,163.85
Hides (small).....	18,801	2,111.61	17,635	5,054.67
Oxen.....	3,308,305	223,077.12	2,174,100	156,742.06
Rabannas.....	1,898	1,463.13	1,788	1,006.91
Raffia.....	3,299,687	393,861.66	3,398,548	377,451.25
Rice.....	160,822	4,590.70	89,940	4,097.39
Rubber.....	427,086	353,559.14	188,669	128,823.64
Salt.....	700	13.51	391,890	2,121.84
Salted meat.....	17,087	1,250.64	3,856	571.25
Straw bags.....	278,885	11,041.79	65,350	2,074.75
Timber.....	25,582	193.96	441,062	8,370.74
Tortoise shell.....	2,571	13,279.56	1,957	10,710.92
Turtles, fowls.....	8,713	1,606.34	6,367	1,032.36
Vanilla.....	6,416	42,589.31	7,019	30,882.90
Vegetables (dried).....	870,344	47,374.17	710,104	38,205.31
Vegetable fiber.....	135,516	14,191.87	60,714	7,035.48
Other produce.....	571,386	23,682.26	163,983	19,106.42
<b>Total.....</b>	<b>10,275,581</b>	<b>2,051,406.71</b>	<b>9,850,655</b>	<b>1,733,266.36</b>

Table showing the imports into Madagascar of woven textile fabrics for the calendar year 1901.

Nature of merchandise.	France.		French Indies.		England.	
	Kilos. <sup>a</sup>	United States currency.	Kilos.	United States currency.	Kilos.	United States currency.
Linen, hemp, and jute fabrics.....	123,733	\$32,205.14	.....	.....	1,468	\$273.48
Fabrics of silk and floss.....	6,321	14,170.64	.....	.....	10	23.98
Woolen manufactures.....	64,911	49,169.84	.....	.....	254	327.53
Cottons, sheetings, shirtings, prints.....	3,850,758	2,090,042.16	146,857	\$69,009.85	23,695	23,470.34
Cotton hosiery.....	81,123	79,413.13	.....	.....	31	80.09
Ready-made clothing.....	94,512	81,541.92	.....	.....	342	335.63
Other woven fabrics.....	1,086	1,519.10	.....	.....	.....	.....
<b>Total.....</b>	<b>4,222,439</b>	<b>2,348,051.93</b>	<b>146,857</b>	<b>69,009.85</b>	<b>28,800</b>	<b>24,511.00</b>

<sup>a</sup> Of 2.2046 pounds.



Table showing the imports into Madagascar of woven textile fabrics, etc.—Continued.

Nature of merchandise.	British India.		Germany.		Coast of Africa.	
	Kilos.	United States currency.	Kilos.	United States currency.	Kilos.	United States currency.
Linen, hemp, and jute fabrics	17,225	\$1,018.65	10,602	\$1,517.56	2,637	\$251.28
Fabrics of silk and floss	195	636.32	2	9.65	164	1,004.62
Woolen manufactures	8	6.75	560	604.09	292	\$71.14
Cottons, sheetings, shirtings, prints	257	469.18	7,960	6,969.03	6,752	5,576.15
Cotton hosiery	14	15.44	969	1,073.29	58	47.09
Ready-made clothing	132	175.05	968	735.14	3,695	6,962.25
Other woven fabrics	5	18.90			25	164.25
Total	17,831	2,335.29	21,061	10,913.76	13,618	14,370.78

  

Nature of merchandise.	America.		Other countries.		Totals.	
	Kilos.	United States currency.	Kilos.	United States currency.	Kilos.	United States currency.
Linen, hemp, and jute fabrics			47,397	\$5,451.09	208,082	\$40,717.20
Fabrics of silk and floss			378	2,256.75	7,070	18,105.51
Woolen manufactures			949	1,374.55	66,969	51,853.90
Cottons, sheetings, shirtings, prints	54,628	\$19,616.52	16,284	15,861.90	4,107,186	2,231,015.13
Cotton hosiery			509	518.40	82,719	81,152.44
Ready-made clothing			3,597	8,768.57	108,236	98,508.56
Other woven fabrics			83	820.18	1,149	2,017.43
Total	54,628	19,616.52	69,147	34,551.44	4,571,381	2,523,370.57

a Of 2 2046 pounds.

Table showing the country of origin from which goods were imported to Madagascar for the calendar years 1900–1901.

Name of country.	United States currency, 1900.	United States currency, 1901.
France	\$6,714,040.38	\$7,164,256.89
French colonies	394,094.42	1,057,641.98
England	263,871.34	173,005.00
British colonies	86,732.66	143,073.62
East coast of Africa	167,110.21	109,772.99
Germany	116,224.21	100,567.09
Norway and Sweden	49,675.11	86,789.53
America	6,332.14	9,285.82
Egypt	1,604.99	6,324.61
Other countries	11,181.45	83,659.20
Total	7,810,866.91	8,884,822.48

Table showing the imports into Madagascar for calendar years 1900 and 1901.

Articles.	1900.		1901.	
	Kilos.	Value in United States currency.	Kilos.	Value in United States currency.
Arms and ammunition .....	272,072	\$85,440.13	84,252	\$46,185.28
Barley .....	785,727	26,658.70	445,628	15,047.05
Beer .....	794,369	66,718.36	727,776	64,439.99
Biscuits (sweet) .....	85,643	25,194.60	84,404	24,680.64
Boats .....	228,263	51,187.07	337,477	49,783.57
Bottles .....	162,024	8,387.53	73,183	4,250.05
Brandies, rum .....	5,033,949	436,870.36	2,949,587	327,108.95
Butter .....	88,474	28,932.05	100,347	39,319.50
Candles .....	214,281	39,413.69	320,291	61,024.86
Champagnes .....	225,247	67,971.51	252,173	79,059.94
Cheese .....	77,328	21,946.41	84,562	25,539.88
Chemicals .....	1,495,498	43,914.25	3,003,709	64,642.65
Chocolate .....	23,612	10,639.09	19,118	8,098.08
Clocks and watches .....	2,779	5,512.85	2,532	4,161.66
Clothing (ready made) .....	210,665	171,286.73	108,236	98,508.55
Coal .....	25,514,861	289,852.08	18,410,591	184,893.81
Coffee .....	208,368	49,223.87	150,056	49,088.58
Copper articles .....	45,482	16,401.72	68,272	18,704.01
Condensed milk .....	125,626	20,586.15	183,975	33,498.04
Cotton fabrics .....	3,885,508	2,019,062.16	4,189,906	2,312,167.60
Crockery .....	154,109	17,131.45	244,292	24,160.70
Cutlery .....	28,358	22,497.81	32,329	18,751.10
Divers compositions .....	1,405,699	138,316.15	1,077,251	122,456.37
Felt hats .....	12,279	12,454.48	14,664	16,498.60
Fish (dried and salted) .....	85,853	12,463.82	85,870	12,943.35
Flour .....	2,510,640	196,456.82	3,230,312	307,666.70
Fodder .....	226,197	8,659.62	212,343	7,972.44
Fruits and seeds .....	519,995	20,231.22	402,580	20,182.40
Furniture .....	109,058	25,517.49	170,624	49,707.92
Glassware .....	125,453	22,939.21	178,658	29,665.45
Goblets .....	115,908	16,585.64	97,446	17,398.58
Horses .....	41,468	10,566.75	4,900	2,837.10
Household utensils .....	531,667	101,906.12	634,231	127,582.65
Ironmongery .....	920,248	101,927.85	775,300	219,810.21
Leather articles .....	136,583	97,094.24	79,192	60,370.60
Linen and hemp fabrics .....	188,075	52,849.77	203,062	40,717.21
Liqueurs .....	133,901	43,665.09	121,714	33,302.92
Locks .....	65,620	23,008.11	48,261	12,611.58
Matches .....	111,019	25,105.44	37,334	8,465.75
Medicines .....	70,137	35,716.58	53,015	27,848.55
Metals .....	1,862,257	216,500.06	2,848,702	243,140.63
Metal articles .....	1,549,566	291,358.20	2,469,472	399,625.22
Musical instruments .....	69,621	26,581.95	47,032	21,278.83
Olive oil .....	216,172	32,294.11	251,278	38,732.20
Opium .....	423	13,079.96	717	2,892.87
Paints .....	186,662	25,590.06	230,242	32,408.94
Paper and appliances .....	376,369	72,216.74	348,413	87,703.06
Petroleum .....	845,808	53,208.75	1,171,306	81,546.36
Potatoes .....	1,063,199	36,422.19	1,107,397	47,812.85
Pottery .....	227,860	10,883.27	168,605	12,016.75
Rice .....	7,726,419	352,918.45	26,179,252	1,088,643.13
Salt beef and pork .....	223,613	29,534.21	306,575	87,896.95
Semolina .....	164,395	20,336.41	113,912	16,210.07
Silk fabrics .....	10,883	26,403.94	7,070	18,105.91
Stone and cement .....	5,497,665	61,579.17	10,538,484	206,511.93
Straw goods .....	191,339	41,569.50	53,558	34,987.42
Sugar .....	653,401	62,756.56	1,114,424	104,362.62
Syrups and sweetmeats .....	75,195	13,670.01	96,650	17,745.77
Tea .....	54,697	19,499.37	46,473	16,941.34
Thread .....	105,793	27,276.58	118,334	29,365.14
Timber (sawn) .....	12,319,646	159,064.69	3,891,765	163,841.55
Tobacco .....	134,075	58,956.48	119,039	68,568.02
Toys .....	348,213	76,325.97	416,311	77,074.56
Trunks and tringles .....	128,956	53,460.42	111,146	58,527.83
Umbrellas .....	88,084	52,565.09	80,798	49,578.99
Vegetables .....				
Canned .....	280,971	57,758.14	264,989	50,011.90
Dried .....	822,024	25,901.75	447,633	85,555.62
Wine (claret) .....	5,522,263	448,321.82	5,875,459	490,709.25
Wines (sweet) .....	366,089	55,035.11	434,602	69,752.32
Wooden articles .....	1,092,391	823,630.31	689,135	72,617.21
Woolen goods .....	52,199	54,147.11	66,959	51,853.89
Other merchandise .....	3,603,866	546,287.27	2,332,850	437,648.34
Total .....	92,327,081	7,810,845.96	100,740,974	8,884,322.32

## MADEIRA.

I give below tables showing the principal imports for the year 1901, the exports for same period, with their destination and value, and a return of all shipping entered and cleared at this port.

These tables were kindly given me by the custom-house.

The trade between Madeira and America can not be computed, as no direct line of steamers plies between the two countries.

American goods are sold here in all the shops, but are brought from London, and all goods exported from America must go via Lisbon or London.

T. C. JONES, *Consul.*

FUNCHAL, *September 1, 1902.*

*Principal imports into Madeira during the year 1901.*

Goods.	Value.	Goods.	Value.
Coal .....	\$1, 847, 780. 87	Lumber .....	\$14, 373. 72
Textile fabrics .....	21, 683. 16	Staves .....	52, 668. 75
Corn .....	240, 670. 16	Other goods .....	231, 822. 46
Wheat .....	246, 011. 04	Total .....	2, 201, 756. 77
Rice .....	40, 047. 15		
Tobacco .....	6, 749. 46		

*Origin of merchandise imported into Madeira during the year 1901.*

Origin.	Value.	Origin.	Value.
America .....	\$674, 218. 33	Portugal .....	\$249, 352. 60
Germany .....	99, 514. 68	Russia .....	20, 115. 00
France .....	13, 651. 10	Other countries .....	24, 881. 10
England .....	1, 118, 916. 36	Total .....	2, 201, 756. 77
Morocco .....	507. 60		

*Goods exported from Madeira during the year 1901.*

Goods.	Value.	Goods.	Value.
Wine .....	\$844, 121. 27	Wickerwork .....	\$14, 626. 06
Embroideries .....	231, 721. 18	Boots and shoes .....	4, 664. 52
Fruits .....	30, 844. 42	Hats .....	602. 71
Butter .....	149, 362. 70	Jam .....	213. 40
Eggs .....	212, 220. 43	Herbs, plants, and seeds .....	506. 83
Meat (fresh and prepared) .....	4, 992. 34	Bullion:	
Salt fish .....	131. 22	Gold .....	45, 059. 72
Flour (other than wheat) .....	480. 16	Silver .....	8, 887. 96
Potatoes .....	5, 339. 03	Copper .....	643. 14
Pineapples .....	564. 84	Other goods .....	3, 645. 00
Onions .....	21, 445. 17	Total .....	1, 585, 848. 56
Vegetables .....	5, 776. 96		

*Destination and value of the principal exports during the year 1901.*

Goods and destination.	Value.	Goods and destination.	Value.
<b>Wine:</b>		<b>Fruits:</b>	
England .....	\$252,720.66	Germany .....	\$699.00
Germany .....	147,113.90	Belgium .....	2,542.88
United States .....	26,535.40	France .....	3,720.70
France .....	152,026.31	England .....	23,881.86
Russia .....	151,060.40	<b>Wickerwork:</b>	
Sweden .....	45,843.00	England .....	11,389.46
Belgium .....	5,110.56	United States .....	48.60
Brazil .....	17,529.26	Spain .....	2,119.50
Denmark .....	4,086.24	Other countries .....	1,068.50
Holland .....	6,281.87	Eggs, Cape of Good Hope .....	212,220.43
Furnished to steamers .....	3,694.51	<b>Butter:</b>	
Other countries .....	32,119.16	Lisbon .....	147,541.82
<b>Embroideries:</b>		Other countries .....	1,820.88
Germany .....	206,241.87	<b>Total .....</b>	<b>1,482,896.06</b>
United States .....	1,456.79		
England .....	23,213.52		
France .....	810.00		

*Return of shipping at the port of Funchal during the year 1901.*

Nationality.	Entered.							Cleared.						
	Steam.			Sailing.				Steam.			Sailing.			
	With cargo.	In transit.	Total.	With cargo.	In transit.	Total.	Total.	With cargo.	In transit.	Total.	With cargo.	In transit.	Total.	Total.
British .....	167	603	770	11	4	15	785	290	480	770	12	2	14	784
Portuguese .....	46	19	65	56	...	56	120	56	9	65	29	25	54	119
German .....	26	170	196	...	...	...	196	65	131	196	...	...	...	196
French .....	...	28	28	...	1	1	29	23	6	28	...	1	1	29
American .....	...	12	12	...	...	...	12	12	12	...	...	...	...	12
Brazilian .....	...	5	5	...	...	...	5	1	4	5	...	...	...	5
Austrian .....	...	8	8	...	...	...	8	...	8	...	...	...	...	8
Swedish .....	...	2	2	...	...	...	2	...	2	...	...	...	...	2
Danish .....	1	2	3	...	...	...	3	1	2	3	...	...	...	3
Dutch .....	...	7	7	...	...	...	7	...	7	...	...	...	...	7
Belgian .....	...	1	1	...	...	...	1	...	1	...	...	...	...	1
Russian .....	...	...	...	2	2	4	4	...	...	...	2	2	4	4
Spanish .....	...	9	9	...	...	...	9	...	9	...	...	...	...	9
Italian .....	2	22	24	...	...	...	24	6	18	24	...	...	...	24
Greek .....	...	1	1	...	...	...	1	...	1	...	...	...	...	1
Mexican .....	...	2	2	...	...	...	2	...	2	...	...	...	...	2
Colombian .....	...	1	1	...	2	2	3	...	1	...	...	2	2	3
<b>Total .....</b>	<b>242</b>	<b>892</b>	<b>1,134</b>	<b>68</b>	<b>9</b>	<b>77</b>	<b>1,211</b>	<b>442</b>	<b>692</b>	<b>1,134</b>	<b>43</b>	<b>32</b>	<b>75</b>	<b>1,209</b>

**MOROCCO.**

In compliance with instructions, I inclose returns of export, import, and shipping of the Empire of Morocco for the year 1901.

S. R. GUMMERÉ, *Consul-General.*

TANGIER, *July 1, 1902.*

## Returns of imports at Tangier during 1901.

Articles.	Unit.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.		Spain.		Italy.		Total.	
				Quan- tity.	Value. £16	Quan- tity.	Value. £13	Quan- tity.	Value. £1	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
<b>Bricks and tiles:</b>			£ s. d.												
Bricks.....	1,000		1 0 0												£13
Bricks, fire	Cases.....	1½ cwt.	10 0	32	£16		13,000	2	£1						17
<b>Tiles—</b>															
Roofing	1,000		7 0 0												
Ornamental	Bundles		6 0 0				44,000								304
Ridge	1,000		8 0 0	3	1		86			739	£222				249
Flooring	1,000		4 0 0				1,000								8
Marble	Cases		3 0 0				78,009								312
Cement	do	1½ cwt.	10 0 0				67								1,892
Glass	do	1 cwt.	13 0 0				43								21
Tombeones	Number		5 0 0	1			4								8
Candles	Cases		15 0 0	6,238	4,677	5									5
Chemicals, etc	do		2 0 0	5	10		11	4	8	60	45				18
Acids	do	½ cwt.	2 0 0												12
Boric	do	1 cwt.	2 0 0				6								2
Nitric	Barrels		5 5 0				1								8
Do.	Cases		4 0 0				8								42
Sulphuric	Barrels		2 0 0				8								8
Tartaric	Cases	1½ cwt.	1 0 0				20								40
Soda	Demi/Johns.	2 cwt.	8 0 0				10								10
Sulphate of—	Cases	1 cwt.	4 0 0	1											1
Copper	Barrels	2 cwt.	2 10 0	56	224									56	224
Iron	do		2 10 0												5
Magnesia	Sacks		1 10 0				2								4
Oxide of copper	Barrels	2½ cwt.	4 0 0				6								12
Ammoniac	Cases	1 cwt.	2 8 0	1	2		1								4
Poash	Sacks		1 8 0												2
Sulphur	do		1 10 0				1								804
Epsom salts	Barrels	2½ cwt.	1 10 0				1								1
Tartar	do		2 10 0				1								1
Mercury	Barrels	14 lbs	2 14 0	1	2		1								2
Chloride of lime	do		2 0 0				1								2
Bicarbonate of soda	Barrels	2 cwt.	7 0 0				16								11
Sulphate	Sacks	2 cwt.	2 0 0				32								82
Castilein	Cases	1 cwt.	2 0 0				11								14
Cod-liver oil	do	33 lbs	1 0 0				77								56
Glycerin	Tons		3 0 0	12	84		2								2
Alum	do	2 cwt.	2 10 0				8								6
Borax	Barrels	7 cwt.	2 0 0	6	12		2								8
	do	2 cwt.		1	12		4								10



## Returns of imports at Tangier during 1901.—Continued.

Articles.	Unit.	Weight.	Value. £ s. d.	Great Britain and Gibraltar.		France and Algeria.		Germany.		Spain.		Italy.		Total.
				Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	
Furniture	Cases	1½ cwt	5 0 0	147	£2,443	189	£945	65	£325					401
Bent wood	do	34 cwt	10 0 0	7	785	12	120	16	160					16
Chairs	do	3 cwt	6 0 0	7	70	13	78	26	168			1	£10	27
Mirrors	do	2 cwt	10 0 0		42	21	210	4	40					28
Mirrors, fine	do	4 cwt	12 0 0	200	2,400	15	180	1	12					216
Bedsteads	do		6 0 0	11	66	1	6							12
Bedsteads, brass	do		3 0 0			8	32							8
Tables	Bundles		4 0 0			4	12							4
Sofas	Cases		3 0 0											8
Jardinière, mounted in silver or glass	No.		7 0 0			1	7							1
Washstand	do		1 0 0			1	1							1
Oilcloth	Rolls		2 0 0	15	46	3	6							19
Glassware	Cases		5 0 0	89	196	72	860	1	8					14
Do	do		5 0 0	101	606	846	1,730	53	265					144
Window glass	Bundles		2 10 0			270	673							447
Glass globes, etc.	Cases	2 cwt	14 10 0	2	10	23	334	33	465					270
China	do	1½ cwt	3 0 0					88	1,276					195
Glass pens	do	1 cwt	1 0 0			6	8					10	30	119
Glass tumblers	do	1 cwt	1 0 0	1	20			4	106					46
Glass, empty bottles	Cases	1 cwt	5 0 0	20	30									13
Groceries	Cases	1 cwt	5 0 0	40	20	8	40	4	20					20
Biscuits	Barrels	40 lbs	14 0 0	392	211	28	20		2					72
Do	Cases	7 lbs	5 0 0	168	42	4	21	3	2					333
Biscuits, Hebrew	Cases	1½ cwt	3 10 0			69	241							172
Butter	do	1 cwt	7 10 0	27	202	11	83					35	262	69
Do	do	1 cwt	3 0 0					31	233					104
Butter	Barrels	1 cwt	6 0 0	28	168									90
Do	do	1 cwt	2 0 0	148	20	8	95							28
Margarine	Cases	1 cwt	2 10 0	100	250	5	4					9	22	156
Do	do	50 lbs	13 0 0	539	350					29	£23			147
Chicoory	Buckets	1 cwt	1 10 0	69	28									84
Salt	do	1 cwt	1 10 0	165	247	265	427							539
Confectionery	Cases	do	1 10 0	100	150	49	73							69
Sweets (dry)	do	do	4 10 0	13	239	9	40							430
Provisions	do	do	8 0 0	36	108			114	513					149
Do	do	do	7 0 0	777	272			28	84					892
Bacon	Bundles	3 cwt	7 10 0											64
Do	Cases	2 cwt	7 10 0	18	135			3	15					777
Ham	do	2 cwt	7 10 0											23

[illegible]



## Returns of imports at Tangier during 1901—Continued.

Articles.	Unit.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.		Spain.		Italy.		Total.
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Groceries—Continued.			£ s. d.											
Peanuts	Sacks	1 cwt	2 15 0	71	£53		54			107	£80			183
Almonds	Cases		2 15 0	3	6									8
Chestnuts	Bags		15 0	8	5									13
Garlic	Sacks		15 0	10	5									10
Hardware			7 0 0	106	742									107
			4 0 0	17	185									127
			4 0 0	17	68									35
			5 0 0	41	205									41
Metal ware			3 0 0	9										9
Apparatus	Number		3 0 0	3										3
Churns	Bales	6 cwt	2 0 0	17	51		12							17
Needles	Cases	3 cwt	2 0 0	2	2		146							2
Pumps	do	7 cwt	12 0 0	15	180		38		£36					15
Pumps, brass	do		15 0 0	4	60									4
Lampers	do		8 0 0	25	200									25
Burners	do	24 cwt	1 0 0	2			72		144					2
do	1 cwt		17 0 0	7	6									7
Nails	do	do	17 0 0				167		83					
Nails, hoof	do	do	3 0 0				1		21					
Tools	do	do	8 0 0	4	24		190		2					4
Copying presses	do	do	3 0 0				6							
Iron presses	do	do	3 0 0				63							
Iron chairs	do	do	3 0 0				9							
Tubes and fittings	Number		14 0 0	4	3									4
Tacks	Cases	1 cwt	1 0 0				1							
Locks	do	34 cwt	3 0 0				2		4					
Buckets	Bundles	1 doz	3 0 0	1,727	518		6		12					1,733
Kitchen utensils	Cases	14 cwt	20 0 0	1	48		66		32					70
Typewriters	Number		3 0 0	1	20		20							21
Types printing	Cases		8 0 0	140										140
Water pipes	Bundles	3 cwt	2 0 0	18	280		18							18
Elbows	Number		1 0 0	429	16									429
Connections	do		9 0 0	6			176		7					6
Bolts	Sacks	2 cwt	11 0 0	1										1
Staples	Barrels		2 0 0	1	2									2
Kettles	Cases	2 cwt	2 10 0	1			5							1
Fish hooks	do	1 cwt	1 5 0	2										2
Barrels	do	2 cwt	2 18 0											
Knives	Barrels		7 0 0											
do	Cases		3 0 0	1	3		105		7					1
Grates	do	8 cwt	1 0 0											
Flat irons for ironing	Bales		1 0 0	6										6
Boilers, small	Number		2 0 0	2	30									2
Species	Cases	doz	2 0 0	6	4									6

[illegible]

## Returns of imports at Tangier during 1901—Continued.

Articles.	Unit.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.		Spain.		Italy.		Total.	
				Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.		
Hardware—Continued.															
Screws.....	Cases	1½ cwt	£ s. d.	1	£2			1	£2					2	£4
Files.....	do	.....	2 0 0					2						2	4
Keys.....	Bags	.....	2 0 0	2	4									2	4
Tin boxes.....	Cases	1½ cwt	2 0 0	3	12	3	£6	5	10					14	28
Hollow ware.....	do	2 cwt	2 5 0	6	8	16	20	8						36	36
Enamelled goods.....	do	3 cwt	3 0 0					68	840					68	340
Steel.....	Barrels	1 cwt	5 0 0			1	3							1	3
Steel sheets.....	Cases	.....	10 0 0	132	66									132	66
Steel bars.....	Number	.....	10 0 0			101	50							101	50
Steel matrosses.....	do	.....	1 0 0			4	4							4	4
Steel bars.....	Cases	.....	4 0 0			72	288							72	288
Bundles.....	do	.....	4 0 0											80	80
Steel tubes.....	Cases	1 cwt	20 0 0	18	360	13	260	1	20					32	640
Electroplates.....	do	1½ cwt	100 0 0			3	300							3	300
Silverware.....	do	do	20 0 0											2	40
Do.....	do	do	20 0 0	2	40									2	40
Silver, tea, and coffee serv- ice.....	Number	.....	20 0 0			1	20							1	20
Jewels.....	Cases	.....	12 0 0			9	108								2,864
Matches.....	do	.....	4 0 0	34	145	209	888	192	816		£2,356	320	£1,260	755	3,209
Oil.															
Cotton seed.....	Barrels	.....	6 10 0	131	851	159	1,083	33	215					323	2,099
Linseed.....	do	.....	8 0 0	48	384	50	400							98	784
Olive.....	do	3½ cwt	7 0 0			41	287			58	406			99	688
Petroleum.....	do	.....	1 10 0	53	80									80	80
Do.....	Cases	.....	6 6 0	1,066	320	3	1							1,069	321
Paints and colors:															
Paints.....	Barrels	.....	7 0 0	114	798	12	84	6	42					132	924
Colors.....	do	.....	4 0 0	55	220	96	382			7	28			150	600
Do.....	Cases	.....	2 0 0	9	18	6	12							96	190
Indigo.....	do	do	2 0 0											15	30
Blue.....	do	do	15 0 0	4	3	43	32							47	85
White powder.....	Barrels	2½ cwt	1 0 0			1	1							1	1
Caroline.....	Cases	2½ cwt	2 0 0			3	6							3	6
Red lead.....	Barrels	1½ cwt	3 0 0	121	363	30	90							151	453
Yellow ochre.....	do	do	3 0 0			25	75							25	75
White lead.....	do	do	3 0 0			9	27					4	12	16	45
Varnish.....	do	do	4 0 0	2	6									16	45
Benzine.....	Cases	2½ cwt	4 0 0	14	56									14	56
Turpentine.....	Barrels	3½ cwt	5 10 0	7	28									7	28
Drier.....	Cases	.....	2 0 0	1	2									8	4
	Cases.	.....	2 0 0											1	2

	do	2 cwt.	2	0	0	2	4	7	14	2	3	6
Glue	Barrels	1½ cwt.	2	0	0	0	4	7	14	900	3	300
Fatty	do	1½ cwt.	2	0	0	0	4	7	14	900	3	300
Silk	do	1½ cwt.	2	0	0	0	4	7	14	900	3	300
Raw	Bales	80	0	0	0	0	300	51	4,560	9	2,000	57
Manufactured	Cases	100	0	0	0	0	1,200	118	11,800	9	2,000	158
Do	Bales	100	0	0	0	12	1,200	49	4,900	9	2,000	61
Thread	do	20	0	0	0	0	15	15	15	900	3	300
Handkerchiefs	Cases	10	0	0	0	0	6	6	6	50	6	6
Ribbons	do	7	0	0	0	1	7	5	35	50	6	6
Douppivus	Bales	80	0	0	0	0	88	88	7,040	18	17	71
Spices	Bags	2	10	0	0	18	45	3	7	5	13	88
Cinnamon	Cases	2	2	0	0	9	19	57	120	6	20	28
Cloves	Sacks	8	5	0	0	65	211	5	16	6	20	66
Ginger	do	1	0	0	0	73	153	33	69	16	20	189
Pepper	Bags	4	2	0	0	381	1,516	1	4	35	147	76
Pepper, red	do	4	2	0	0	381	1,516	1	4	35	147	222
Red okra	Barrels	3	0	0	0	8	25	8	25	44	185	1,928
Mustard	Cases	1	0	0	0	6	18	4	4	18	50	16
Nutmeg	do	1	0	0	0	7	1	15	2	11	11	6
Alsead	Sacks	10	10	0	0	4	6	6	2	20	3	8
Tumeric	Bales	8	0	0	0	12	12	83	254	43	344	85
Paper, writing	do	8	0	0	0	22	176	204	1,682	14	98	260
Do	Cases	7	0	0	0	10	70	35	245	4	4	59
Paper, drawing	do	4	0	0	0	10	40	22	88	5	20	32
Ink	do	2	0	0	0	16	82	60	240	5	12	16
Labels	do	4	0	0	0	5	20	12	60	1	12	32
Books	do	12	0	0	0	0	0	12	60	1	12	70
Books (note)	do	5	0	0	0	0	0	12	60	1	12	12
Printed matter	do	1	10	0	0	11	16	259	448	43	344	85
Paper for wrapping	Bales	1	10	0	0	1	1	1	1	1	1	1
Paper bags	Cases	1	0	0	0	0	0	19	19	1	1	1
Paper, blotting	do	1	0	0	0	0	0	9	36	1	1	1
Playing cards	do	12	0	0	0	0	0	4	4	1	1	1
Copying books	do	1	0	0	0	0	0	4	4	1	1	1
Albums	do	1	0	0	0	0	0	4	4	1	1	1
Music	do	2	0	0	0	1	1	4	4	1	1	1
Albums	do	2	0	0	0	1	1	4	4	1	1	1
Advertisements	do	2	0	0	0	2	4	4	4	1	1	1
Show cards	do	2	0	0	0	2	4	4	4	1	1	1
Paper (brown)	Bales	1	0	0	0	10	20	369	369	275	275	644
Sugar	Sacks	1	0	0	0	135	135	10,626	10,626	150	150	10,911
Leaf	Cases	1	16	0	0	182	122	21	17	67	67	257
Cut	Sacks	1	10	0	0	0	0	20	30	15	22	35
Crushed	do	3	5	0	0	2,351	7,641	6	8	1,065	8,461	8
Brown	Chest	1	12	0	0	8,504	5,613	11	8	10	7	8,416
Tea	do	1	14	0	0	1	1	11	8	10	7	3,508
Do	Cases	1	8	0	0	14	20	11	8	10	7	5,613
Tin	Barrels	1	8	0	0	14	20	11	8	10	7	22
Do	do	1	8	0	0	14	20	11	8	10	7	14

## Returns of imports at Tangier during 1901—Continued.

Articles	Unit.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.		Spain.		Italy.		Total.		
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.			
Tobacco:			℥ s. d.													
Leaf	Bales	2 cwt.	4 5 0	537	£2,282	1,107	£4,705	325	£1,386					1,970	£3,873	
Chopped	Cases	do	4 10 0	43	193	95	427	97	437					235	1,057	
Do	Bundles	do	3 0 0	37	74									37	74	
Cigars	Cases	1 cwt.	3 0 0			3	9	4	12					7	21	
Cigarettes	do	1 cwt.	2 0 0	14	42	3	9	3						20	60	
Wine and spirits																
Alcohol	Casks	12 cwt.	8 10 0	2	17			135	1,156					138	1,173	
Do	Barrels	do	3 0 0			1	6	29	174	21	£126			51	306	
Aguardiente	do	do	3 0 0			2	6			8	24			10	30	
Absinthe	Cases	do	1 5 0			42	42							42	42	
Brandy	do	do	1 5 0	10	12	125	156	3	4					138	172	
Do	Barrels	do	2 0 0			5	10							5	10	
Cider	Cases	do	10 0 0	12	6	2	1	2	1					16	8	
Hock	do	do	3 0 0			80	240	2	2					2	2	
Champagne	do	do	3 0 0	14	42									94	282	
Eau de vie	do	do	2 0 0			3	4							3	4	
Gin	do	do	12 0 0											2	2	
Do	Hampers	do	1 0 0	29	29	17	15	12	11					29	29	
Liquors	Cases	do	18 0 0	19	17	11	11							11	11	
Do	do	do	1 0 0	7	7	2	2							9	9	
Whisky	Barrels	do	1 0 0	539	539									539	539	
Do	Cases	do	6 0 0	18	90									18	90	
Do	Barrels	do	2 0 0	168	336	91	182	48	96	600	1,200			907	1,814	
Wine	Cases	do	3 0 0	27	81	94	294			638	1,914	17	£51	780	2,840	
Do	Barrels	2 cwt.	3 0 0			30	420			200	2,800			230	3,220	
Do	Casks	1 cwt.	14 0 0			3	3	3						3	3	
Do	Cases	do	1 0 0			1	6	5	5					12	10	
Wine, Marsala	do	do	16 0 0	3	2	2	2	2						5	4	
Vermouth	do	do	15 0 0			5	6			6	6			6	4	
Bitters	Barrels	do	1 0 0			5	6							25	25	
Vinegar	Cases	4 doz.	1 0 0	32	32	68	68	554	554					654	654	
Beer	Barrels	do	1 18 0	44	44	3	3							43	43	
Do	do	do	18 0	173	156									173	156	
Stout	Kilderkins	do	18 0													
Wool:																
Raw	Bales	2 cwt.	2 0 0			15	30							15	30	
Woolen goods	do	3 cwt.	15 0 0	5	75									124	1,800	
Do	Cases	do	10 0 0	2	20	28	290	71	1,065					1,800	1,800	
Do	Bundles	do	5 0 0					184	690					138	690	
For weaving	Bales	do	3 0 0					17	54					17	54	
Do	Cases	do	2 0 0					13	30					15	30	
Capa (tee)	do	1 1/2 cwt.	1 10 0			14	21	26	39					40	60	

Carpets	Bales	10	0	0	15	160	14	140					20	290
Blankets	1 cwt.	4	0	0	7	20	2	20					4	40
Blankets	1 1/2 cwt.	10	0	0	7	28	2	28					9	36
Cloaks	Cases	6	0	0	7	42	8	18					10	00
Thread	do	1	0	0			2	2					2	2
Shirts	do	3	0	0		9							3	9
Sundries	do	5	0	0	65	825	112	500					244	1,220
Bundles	do	5	0	0	2,493	623							2,493	623
Asbes	do	3	0	0	621	124							621	124
Amber ware	do	2	0	0									204	2,806
Bags (empty)	1 cwt.	14	0	0	96	1,844	38	784					7	21
Bales	6 cwt.	3	0	0	2	6	4	12					1	1
Brushes	1 cwt.	1	0	0	1	1							1	1
Bridles	do	2	0	0	3	6							5	5
Bundles	do	5	0	0	8	6							10	10
Cases	do	2	0	0									6	6
Bronze	do	2	0	0									12	12
Bric-a-brac	do	12	0	0									29	848
Bird cages	do	12	0	0									18	18
Beeeswax	do	16	0	0									4	48
Baskets (empty)	do	12	0	0	2	23	18						20	240
Bales	do	12	0	0		24							2	24
Boats	do	0	10	0	11	5							11	11
Barrels (empty)	do	1	0	0	10	10	7	7					17	17
Cartridges	do	0	9	0	68	81	986	444					1,054	475
Cement	2 cwt.	0	9	0			1,196	589					1,196	589
Do.	do	0	9	0									2	4
Christmas trees	do	5	0	0	3	15	14	70					17	85
Clocks	1 cwt.	15	0	0	4	12							1	15
Watches	do	3	0	0									4	4
Cape	do	20	0	0									1	1
Coach	Number	1	0	0	16	16	5	20					21	21
Coral	do	1	0	0	16	16							16	16
Cereals	do	2	0	0									1	1
Cork	do	1	0	0									1	1
Bales	do	1	0	0	6	6							6	6
Casks	do	1	0	0	18	90							18	90
Coal tar	do	3	0	0									20	100
Dye woods	do	3	0	0									21	21
Lagwood	do	2	0	0									6	6
Elevators	do	5	0	0									55	110
Electrical machinery	do	2	0	0									12	60
Electrical material	do	2	0	0									1	2
Fit goods	do	3	0	0									18	18
Fire effects	do	3	0	0									4	4
Fire works	do	2	0	0									8	8
Flowers	do	2	0	0	4	8							12	12
Flowers (artificial)	do	14	0	0									1	1
Glitters	do	14	0	0									6	84
Goatskins	do	3	0	0	86	258	6	84					150	450
Gum (arabic)	do	20	0	0	4	80	6	100					9	180
Glues	do	2	0	0									60	4
Gypsum (yucca)	do	2	0	0									6,481	486
Gold leaf	do	2	0	0									1	1
Grinding stones	do	6	0	0	4	1	9	2					13	13
Hats	do	1	0	0	10	60	14	84					24	144
Hay	do	1	0	0	25	25	97	97					122	122
Indicators	do	2	0	0	2	4							2	4

## Returns of imports at Tangier during 1901—Continued.

Articles.	Unit.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.		Spain.		Italy.		Total.	
				Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
<b>Sundries—Continued.</b>			£ s. d.												
Horses.....	Number		10 0 0			2	£40							2	£40
Goats.....	do		5 0 0	75	£19									75	19
Ladders (step).....	do		5 0 0	4	1	8	2							12	8
Leather.....	Bales		10 0 0	5	50									5	340
Leather goods.....	Cases	1½ cwt.	12 0 0	4	48	2	24	1	£12	29	£290			34	84
Ice (baskets).....	Cases		6 0 0							176	£8			176	£8
Lime.....	Barrels		10 0 0	6	3	100	50							106	53
Musical instruments.....	Cases	1½ cwt.	6 0 0					1	6			1	£6	2	12
Musical boxes.....	do		10 0 0			3	30							3	30
Medical instruments.....	do		10 0 0			2	10							2	10
Millinery.....	do	1 cwt.	2 0 0			27	54							27	54
Marble.....	do		3 0 0			9	27					2	6	9	27
Mattings.....	Bales		3 0 0	4	12									4	12
Nautical instruments.....	Cases	½ cwt.	4 0 0					1	4					1	4
Office desks.....	Number		2 10 0			2	5								
Oars.....	do		7 0 0	47	16									47	16
Photographs.....	do		8 0 0			2	16							2	16
Pictures.....	Cases	1 cwt.	1 0 0	6	6	9	9	2	2					17	17
Pictures of value.....	Number		15 0 0			2	50							2	50
Post utensils.....	Cases		2 10 0			3	7	10	25					13	32
Perfumery.....	do	1½ cwt.	12 0 0	37	444	32	384							69	948
Personal effects.....	do		6 0 0	68	408	96	570	3	18					166	986
Do.....	Trunks		6 0 0	24	144	15	90							39	284
Do.....	Bundles		6 0 0	161	506	6	30							167	886
Pearls (fine).....	Cases	½ cwt.	5 0 0			1	5							1	5
Picture frames.....	do		1 0 0	2	2	8	8	2	2					12	12
Plants.....	Baskets		30 0 0	4	2	16	4							10	10
Pianos.....	Number		2 0 0	1	30	4	120	2	60					7	210
Photograph materials.....	Cases		2 0 0	4	8	1	2							5	5
Rosin.....	Barrels	4½ cwt.	1 8 0	8	11	19	27							29	38
Saddlery.....	Cases	3½ cwt.	15 0 0	29	435	5	75							34	42
Samples.....	do		5 0 0	5	25	14	70							42	210
Do.....	Bundles		8 0 0			2	6					1	5	2	96
Sealing wax.....	Cases		15 0 0												
Shavings (wood).....	Barrels	1 cwt.	1 0 0			66	66								
Strings.....	do	2 cwt.	6 0 0	8	48	21	126	3	18			23	138	30	270
Seeds.....	Cases		5 0 0	3	3	2	1							5	5
Scientific instruments.....	do		1 0 0	8	8	10	60							18	110
Shoes (walking).....	do		1 0 0					12	10					12	10
Shoes.....	do		1 0 0					2	2					2	2
Sieves.....	Bales	½ cwt.	1 0 0	62	310	5	25							67	335
		1 cwt.	1 0 0			16	16							16	16

[illegible]

**Grand total value, £276,009, or \$1,343,198.**



## Exports at Tangier during the year 1901.

Articles.	Unit.	Weight.	Value. £ s. d.	Great Britain, Gibraltar, Malta.		France and Algeria.		Spain—Melilla, and Canary Islands.		Egypt and Tripoli.		Germany.		Italy.	
				Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Beeswax	Bags	2 cwt	12 0 0	68	£416	130	£1,560	90	£1,080	21	£21	453	£5,486		
Bird seed	do	do	1 0 0	1,778	1,178	95	95	404	6,060			8	120		
Carpets	Bales	do	15 0 0	39	585	15	225	100	600						
Curiosities	do	do	6 0 0			19	114								
Do.	Cases	do	5 0 0	157	585							21	105		
Dates	do	40 lbs	17 0 0	4,790	4,071	27	23	1,720	1,462			116	325		
Eggs	do	1,440	2 6 0	4,121	11,539	390	1,092	15,000	45,765						
Do.	do	1,700	3 5 0	1,555	2,099			2,580	351						
Fowls	Baskets	5 doz	1 5 0	15	188	945	11,812								
Goatskins	Bales	3 cwt	12 10 0	41	465	40	160					21	84		
Sheepskins	do	2½ cwt	11 7 0	12,301	44,284	124	1,407	5,552	19,967			15	170	19	£216
Hides	do	do	3 12 0	124	620										
Open	Number	do	5 0 0	20	400	20	400	50	1,000			4	80		
Woolen goods	Bundles	do	20 0 0	20	400	7	100	457	8,740						
Wool, Moorish	Bales	do	20 0 0	116	2,320		140	387	6,600						
Gilks	do	do	20 0 0					60	500						
Blankets	do	do	25 0 0	468	10,200	56	1,400	80	2,000						
Shirtings	do	do	25 0 0	142	710	97	485	72	360			17	85		
Sundries	Cases	do	5 10 0	305	162										
Do.	Bundles	2 cwt	5 10 0												
Ans	Sacks	do	1 0 0	12	46		67								
Bags empty	Bales	do	1 0 0	56	28	10	305								
Barrels empty	do	do	16 0 0	41	83		7								
Baskets	Bundles	do	4 0 0				16								
Books	Cases	do	12 6 0					90	1,107						
Cotton goods	Bales	do	10 0 0					2	20						
Clocks and watches	Cases	do	1 5 0												
Cumin seed	Hampers	1 cwt	1 0 0	46	46	24	80			90	112				
Coriander seed	Sacks	do	1 0 0												
Camels	Number	do	10 0 0												
Do.	Bales	2 cwt	1 0 0					5	50						
Ylour	Sacks	do	1 4 0												
Glasware	Cases	1½ cwt	5 0 0	6	30	7	85	60	72			2	10		
Glass	Sacks	do	1 0 0												
Hair goats	Bales	2½ cwt	3 0 0	16	46	25	753	15	165					18	54
Hair vegetable	do	do	12 0 0	221	133									162	97
Horns	Sacks	do	8 0 0	26	10	63	21								
Horses	do	do	10 10 0	2	20	10	100	6	50						
Iron (old)	Number	do	10 10 0	10	6										
Iron (old)	Tons	do	10 10 0	2	20	10	100	6	50					130	66

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## Exports at Tangier during the year 1901—Continued.

Articles.	Unit.	Weight.	Value.	United States and Cuba.		Senegal.		Belgium.		Total.		Total value U. S. Currency.
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Bags, empty	Bales	2 cwt.	5 0 0							73	\$285	\$1, 776
Barrels, empty	Bales		10 0 0								48	186
Baskets	Bales		10 0 0								16	75
Books	Bundles		4							4	10	10
Colon goods	Bales		12 6 0							90	1, 107	5, 987
Clocks and watches.	Bales		10 0 0							3	183	146
Clothes and hats.	Bales	1 cwt.	1 5 0	33	\$41	1	\$10				46	891
Cumin seed.	Sacks		1 0 0								183	224
Corn.	Number		10 0 0								46	243
Cattle	Bales	2 cwt.	1 0 0								50	50
Dr.	Sacks		1 4 0								85	458
Flour	Cases	1 1/2 cwt.	5 0 0			1	5			49	245	1, 192
Glassware	Sacks		1 0 0							15	15	73
Glue	Bales	2 1/2 cwt.	8 0 0			14	\$42			290	997	4, 815
Hair, goats	Bales	2 cwt.	12 0 0							383	233	1, 119
Hair, vegetable	do	2 cwt.	12 0 0							982	384	1, 869
Horns	Sacks	do	8 0 0							17	170	827
Horses	Number		10 0 0							146	73	355
Iron (old)	Tons		1 0 0							82	1, 230	5, 966
Leather	Bales	2 1/2 cwt.	15 0 0							52	55	268
Lined	Bags	3 cwt.	2 0 0							22	192	984
Marjoram	Bales		1 0 0	128	192					128	96	175
Mats	do		2 0 0			4	8			18	71	345
Metal ware	Barrels		2 7 0			2	5			36	71	384
Ox tails	Bales	5 0 5	2 0 0							15	79	384
Oil	Barrels		7 0 0							48	386	1, 635
Palm ropes	Bales		1 0 0							7	7	34
Personal effects	Cases		6 0 0			5	30			306	1, 886	8, 735
Pease	Sacks		1 0 0							1, 409	1, 409	6, 957
Pigeons	Baskets		1 0 0							15	15	78
Provisions	Cases		6 0 0			4	24			249	1, 494	7, 271
Silk, manufactured	Bales		100 0 0							8	300	1, 460
Tobacco.	do		3 10 0							46	161	784
Tea	Cases		3 0 0							138	497	2, 419
Trays	Bundles									17	170	827
Tripes	Bales									80	80	1, 460
Tropes	Barrels									50	150	780
Total					11, 629		8, 102		72		277, 676	1, 868, 416

*Shipping in 1901.*

Nations.	Registered tonnage.	Crew.	With cargoes.			In ballast.			Total.		
			Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.
Great Britain..	82,843	783	271	138,001	4,587	14	4,660	338	285	142,661	4,925
Spain.....	5,872	777	483	130,889	8,494	206	6,849	1,470	641	137,718	8,864
France.....	9,743	614	82	58,571	2,404	12	4,223	372	94	62,794	2,776
Germany.....	28,823	786	42	38,178	976	8	2,457	144	50	41,630	1,120
Italy.....	4,850	187	18	29,804	1,297	1	97	10	19	29,991	1,307
Austria.....	19,641	451	12	19,641	451	.....	.....	.....	12	19,641	451
Netherlands.....	9,712	241	14	13,627	381	.....	.....	.....	14	13,627	383
Sweden.....	357	10	1	357	10	.....	.....	.....	1	357	10
America.....	2,375	222	.....	.....	.....	3	2,875	222	8	2,875	222
Portugal.....	440	200	5	188	23	19	536	214	24	524	287
Total.....	104,156	4,310	878	430,321	18,553	265	20,997	2,770	1,148	451,818	20,225

*Tariff of import duties in Morocco.*

Articles.	Unit.	Tax.
Manufactured silk, pure and mixed .....	Ad valorem.	5
Gold and silver jewelry .....	.....do.....	5
Gold lace .....	.....do.....	5
Rubies and precious stones, real or imitation .....	.....do.....	5
Wines, spirits, etc. ....	.....do.....	5
Patés alimentaires. ....	.....do.....	5
All other goods (except pipes for smoking, opium, sulphur, powder, saltpeter, lead, arms of all kinds, and ammunition of war, the importation of which is prohibited by treaty). ....	.....do.....	10
Tobacco:		Reals. <sup>b</sup>
In leaf .....	Cantar <sup>a</sup> .....	40
Cut .....	.....do.....	60
Cigars and cigarettes .....	.....do.....	100

<sup>a</sup> 113 pounds.<sup>b</sup> The market value of the real is about 3.7 cents; at this rate 40 reals=\$1.48; 60 reals=\$2.22; 100 reals=\$3.70.

## ST. HELENA.

My report for last year applies in a general sense to the year now under review. There has, however, been a considerable increase in imports, and a gain in revenue of 50 per cent, consequent upon the abnormally large population, which roughly stated is at this date some 12,000 souls, viz, 4,000 civilians, 2,000 military, and 6,000 Boer prisoners of war.

I give below statistics for 1901:

Total value of imports from—	
Great Britain and colonies.....	\$528, 225
United States direct.....	Nil.
Total value of exports to—	
Great Britain and colonies.....	\$23, 620
United States direct.....	Nil.
Revenue.....	\$123, 070
Expenditure.....	\$74, 635
Public debt, Parliamentary loan.....	\$20, 935
Government Savings Bank funds due to depositors.....	\$140, 015

## Total shipping arrivals—

Steamers.....	{ Number ..	96
	{ Tonnage ..	302,805
Sailers.....	{ Number ..	58
	{ Tonnage ..	58,146
War ships and transports.....	{ Number ..	19
	{ Tonnage ..	23,933
Total.....	{ Number ..	173
	{ Tonnage ..	384,884

## Population as per census of 1901—

Troops in garrison.....	1,532
Boer prisoners of war.....	4,655
Shipping.....	321
Inhabitants proper.....	3,342

Total..... 9,850

Rainfall..... inches .. 38.5

## Temperature—

Jamestown.....	{ Maximum ..	75
	{ Minimum ..	72
Rural districts.....	{ Maximum ..	56
	{ Minimum ..	51

Changes in customs tariff..... NIL

*Imports in detail.*

## FROM GREAT BRITAIN.

Articles.	Quantity.	Value.
Animals—Horses.....	9	\$3,240
Beer (duty paid).....	2,802	47,085
Do.....	1,778	2,530
Boats.....	5	2,740
Building materials:		
Colonial government.....	70	3,300
Private.....	25	740
Beef and pork.....	229	5,015
Chemicals and drugs.....	196	4,820
Cement and lime.....	207	1,035
Cigars and cigarettes (duty paid).....	9,747	10,125
Coal, steam.....	2,980	22,425
Drapery, textile, and other dry goods.....	400	53,080
Earthen and glassware.....	248	4,815
Explosives.....	42	800
Flour, sacks and barrels.....	615	2,930
Grain, seeds, etc.....	656	3,785
Hardware, lead, etc.....	1,299	20,655
Lime juice, gallons.....	364	25
Leather, boots and shoes, etc.....	62	7,990
Marine stores.....	181	2,770
Machinery.....	70	23,115
Margarin.....	557	3,021
Musical instruments.....	17	1,545
Oilman's stores.....	7,464	80,035
Oil, kerosene.....	743	1,095
Onions.....	536	1,640
Potatoes.....	647	1,940
Rice.....	2,206	9,700
Spirits: Brandy, whisky, rum, gin (all duty paid).....	9,005	23,010
Stationery.....	92	3,960
Sugar.....	1,474	11,070
Tea.....	304	6,015
Timber.....	824	520
Tobacco (duty paid).....	38,763	8,725
Wines (duty paid).....	9,678	15,740
Sundry small goods.....	812	14,980

## FROM SOUTH AUSTRALIA.

Animals: Sheep.....	number..	8	\$95
Flour.....	sacks..	2,310	12,050
Grain and seeds.....	do.....	1,727	6,885
Leather.....	packages..	4	50
Oilman's stores and canned goods.....	do.....	82	530
Timber.....	cubic feet..	485	450

*Imports in detail—Continued.*

## FROM CAPE COLONY AND EAST INDIES.

Articles.	Quantity.	Value.
Kerosene ..... packages..	1,568	\$3,950
Oilman's stores.....do.	80	700
Sundries.....do.	6	130
Cigars.....pounds..	17½	20

*Imports from Great Britain for and on account of the Imperial Government, value not ascertained, upon which no duties are paid.*

	Quantity.	Value.
Animals:		
Oxen.....number..	2,110	.....
Mules.....do.	18	.....
Building materials.....tons..	417	.....
Coal house.....do.	1,682	.....
Explosives.....packages..	864	.....
Flour.....sacks..	14,454	.....
Grain.....do.	6,814	.....
Meats, etc., canned.....cases..	11,390	.....
Oil, kerosene.....drums..	10,210	.....
Oat hay.....tons..	263	.....
Potatoes.....packages..	1,638	.....
Sugar.....bags..	4,502	.....
Timber.....cubic feet..	663	.....
Sundry provisions, etc.....packages..	37,869	.....
Specie.....do.	5	\$83,250

## EXPORTS TO GREAT BRITAIN.

Hides and skins.....packages..	1,099	\$3,120
Wool.....bales..	7	250
Specie.....packages..	10	20,175
Casks, tanks, empty.....number..	24	75

Exports to United States, nil.

Again I have to express regret that no direct commercial transactions have taken place between ports in the United States and this island, though such goods as flour, grain, kerosene oil, lumber, canned stuff, stock feed, corn, and numerous other items of American produce (the heavy demand for which has been met by importations from London, South Australia, and the Cape Colony) might have come direct.

The same port and quarantine restrictions obtain as were reported last year, but, now that peace has been restored, it is hoped all such obstructions will disappear and shipping trade resume its normal conditions. It is contemplated that within a year the prisoners of war and most of the troops will be removed.

ROB. P. POOLEY, *Consul.*

ST. HELENA, *July 1, 1902.*

## SUPPLEMENTARY.

I submit the following detailed statement of imports and exports from the 1st day of January to the 30th day of June, 1902.

*Imports.*

## FROM GREAT BRITAIN.

Articles.	Quantity.	Value.
<b>Animals:</b>		
Horses.....number.....	9	\$3,506
Sheep.....do.....	2	10
Beer (duty paid).....hogsheads.....	1,604	24,080
Do.....dozen bottles.....	1,285	2,150
Beef and pork.....barrels.....	125	2,990
Butter.....packages.....	299	8,000
Chemicals and drugs.....do.....	113	2,520
Cigars and cigarettes (duty paid).....pounds.....	7,746	9,650
Coal, steam.....tons.....	513	2,625
Drapery, textiles, cotton, and other dry goods.....packages.....	333	32,086
Earthen and glassware.....do.....	151	3,000
Explosives.....do.....	12	245
Flour.....do.....	630	2,000
Grain, seeds, etc.....do.....	351	1,800
Hardware, lead, etc.....do.....	714	12,805
Limejuice.....gallons.....	135	50
Leather, boots and shoes.....packages.....	68	3,555
Marine stores, tar, pitch, resin, paints, and paint oils.....do.....	100	1,515
Machinery.....do.....	4	565
Margarin.....do.....	23	1,570
Musical instruments.....do.....	23	55,625
Oilman's stores.....do.....	4,802	890
Onions.....do.....	250	730
Oil, kerosene.....cases of 10 gallons.....	300	7,040
Rice.....sacks.....	1,519	9,610
Spirits: Brandy, rum, gin, whisky, liqueurs, etc. (duty paid).....gallons.....	4,887	1,520
Stationery.....packages.....	48	6,500
Sugar.....do.....	863	7,500
Sundries and small goods.....do.....	408	5,055
Tea.....do.....	117	1,150
Timber.....cubic feet.....	990	2,241
Packages (buildings).....pounds.....	2,241	5,520
Tobacco (duty paid).....pounds.....	22,781	
NOTE.—In addition to the above, there were large quantities of tobacco received by prisoners of war from friends in Europe as presents, and landed and delivered free of duty.		
Wines (duty paid).....gallons.....	4,381	4,725

FOR ACCOUNT OF IMPERIAL GOVERNMENT (VALUE NOT ASCERTAINED).<sup>a</sup>

Army service corps.....packages.....	52,889	.....
Chief officer of ordnance.....do.....	6,381	.....

## FROM CAPE TOWN AND NATAL.

Animals: Mules <sup>b</sup> .....number.....	18	.....
Kerosene.....cases of 10 gallons.....	300	\$700

## FROM AUSTRALIA.

Butter.....packages.....	20	\$140
Flour.....sacks.....	3,360	15,800
Grain and seeds.....do.....	2,268	9,920
Leather.....bales.....	2	300
Oilman's stores.....packages.....	34	240
Timber.....cubic feet.....	404	555
Wine (duty paid).....gallons.....	40	90

<sup>a</sup> These consisted of live oxen (1,274), building materials, coal, explosives, flour, grain, canned meats, kerosene, oat hay, onions, potatoes, sugar, tea, coffee, condensed milk, medical stores and comforts, sundry provisions and oilman's stores, corrugated iron, timber, etc., duty free. For troops and prisoners of war.

<sup>b</sup> Imperial Government.

*Exports.*

## TO GREAT BRITAIN.

Articles.	Quantity.	Value.
Hides and skins .....	724	\$4,015
Iron tanks, empty .....	8	120
Metal, old .....	4	650
Wool .....	14	420

## TO CAPE COLONY.

Beer hogshead, empty .....	996	\$745
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In the customs revenue for the first seven months of 1902, there is an increase under every head, viz, spirits, wines, beer, tobacco, wharfage dues, etc., as compared with corresponding period in 1901, the total receipts being £9,301 8s. 6d. (\$45,265) and £11,205 11s. 10d. (\$54,532), respectively, or a net gain of £1,904 2s. 5d. (\$9,267) for 1902, as shown in the following statement.

Year.	Permits.	Wharfage,	Import duties.	Tonnage dues.	Warehouse rent.	Water.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1901.....	23 6 0	1,811 11 6	6,329 4 5	869 7 6	59 6 7	208 12 6	9,301 8 6
1902.....	28 6 0	2,301 9 5	7,568 0 8	913 7 6	91 7 1	303 1 3	1,105 10 11
Increase.	4 19 0	489 17 11	1,238 16 3	44 0 0	32 0 6	94 8 9	1,904 2 5

About 4,000 Boer prisoners of war have been sent away, and the remainder will probably leave the island by the end of this month. Consequently, there will be a very considerable reduction in imports for the remaining half year, as the departure of the Boers has already operated in the sending away of one of the two line regiments (Middle sex) forming the garrison of the island.

Under the superintendence of the local public works department, earthen drain pipes, imported from London, are being laid down throughout Jamestown, also new water mains for a full supply to all the houses, for drinking and for extinguishing fires. The cost of the new works in this connection is estimated at \$50,000.

Thanks to the courtesy of the harbor master, I am enabled to inclose an abstract of shipping.

ROB. P. POOLEY, *Consul.*

ST. HELENA, *September 15, 1902.*



*General abstract of vessels touching at St. Helena from January 1, 1902, to June 30, 1902.*

Nationality.	Vessels of war.		Mail and merchant steamers and transports.		Merchant sailing vessels.		Total.	
	Num-ber.	Tonnage.	Num-ber.	Tonnage.	Num-ber.	Tonnage.	Num-ber.	Tonnage.
American					4	5,248	4	5,248
British	5	18,754	56	169,714	16	15,650	77	204,118
Danish					1	501	1	501
Dutch					1	1,165	1	1,165
French					1	766	1	766
German					1	1,028	1	1,028
Italian					1	1,625	1	1,625
Norwegian					13	11,282	13	11,282
Swedish					2	1,241	2	1,241
Spanish	1	1,500					1	1,500
Russian					2	1,852	2	1,852
Total	6	20,254	56	169,714	42	40,358	104	230,326

## SIERRA LEONE.

### FINANCE AND COMMERCE.

The revenues and expenditures of this colony for 1901 exceed those of the previous year. The receipts were \$935,139.58, and the expenditure, \$844,128.49. There was a decrease, however, in the volume of trade for the same period. The total value of imports was \$2,668,228.95; they came from the following countries: United States, \$195,374.81; Germany, \$293,912.71; France, \$19,613.67. Total from all non-British countries, \$612,452.89; British colonies, \$52,935.97; Great Britain, \$2,002,944.12.

The value of exports was \$1,459,462.25, and they went principally to England, Germany, and to the British colonies. Shipments to the European countries named consisted largely of native products, palm oil, palm kernels, kola-nuts, rubber, ginger, gum copal, and linseed. There was a decrease of about 13 per cent in the sum total of these exports as compared with that of the past year. This represents the loss in palm kernels, rubber and kola-nuts. The cost of shipment of palm kernels from the interior by the present mode of travel, and the low prices prevailing have materially reduced this trade from the colony. This will no doubt be restored upon the completion of the railway.

The demand for kola nuts has been very poor. During the first part of the year it was active, and in response to this the market was flooded, which was followed by a decline in prices during the remainder of the year.

### INDIRECT IMPORTS.

The imports from the United States via England steadily increased and were greater than in the previous year. This trade is not credited in the returns to our country.

Lumber, kerosene, provisions, flour, and tobacco are our principal direct exports to this country, and in these lines there is practically no competition. In former years, sailing vessels supplied the dealers with what was needed for the trade, but with the increasing wants of the people, merchants are required to carry a larger assortment of goods.

This demands a more certain and rapid means of transit—by steam, instead of sailing vessels. The importance of establishing a steamship line between this coast and the United States, for both freight and passenger service, is clearly indicated. Such a line under our flag would very largely decide the permanency of American trade with this coast. The decrease in the direct and the corresponding increase in the indirect trade via England emphasizes this necessity.

#### GENERAL TRADE.

*Cotton goods.*—During the year, the trade in cottons and prints in piece goods has been active. American prints have been introduced and are increasing in favor.

*Lamps, etc.*—American lamps, clocks, watches, fountain pens, etc., are popular articles of merchandise in this market.

*Shoes.*—The demand for our shoes increases as the people become more acquainted with our styles. The pointed toe and moderately high heel, in both men's and women's shoes, are preferred. The finer grades of tan, in men's shoes, are always desirable in the dry season.

*Automobiles.*—There is no demand in this market for automobiles, carriages, or vehicles of this class.

*Cement.*—Great quantities of Portland cement are sold here, but it is brought via England. It is largely used in making artificial stone trimmings for buildings.

The future of our trade in this country is excellent, if better carrying facilities are provided.

#### AGRICULTURE.

The agricultural outlook of the colony and its protectorate was perhaps never more hopeful than at present. The attention of the farming classes has been directed to cotton growing, and for several months this has been the question uppermost in the West African mind. The Liverpool and Manchester boards of trade, under the auspices of the British Cotton Growing Association, with a capital of some £50,000 (\$250,000), are the prime movers in this prospective industry. They are desirous of obtaining their supply of cotton in future from West Africa instead of from America. An effort is being made to find a locality in which Egyptian or long-staple cotton can be successfully grown. Sir A. L. Jones has sent to the West African colonies several tons of cotton seed, and the results obtained have been encouraging. These experiments are being made over a vast section of this country with the cooperation of native chiefs.

With the cheap labor at hand, there should be no doubt of success. Labor costs ordinarily from 6d. (12 cents) to 1s. (24 cents) per day without board; or with board, consisting of rice, casada, and palm oil, about 5s. to 10s. (\$1.21 to \$2.43) per month. The Sierra Leone government railway will haul all the cotton of the colony and protectorate free of freight until December 31, 1902.

#### NEW ENTERPRISES.

There have been no new industries established in the colony since my last annual report. One new hotel has just been completed.

The public works department has been quite busy during the year

building bridges, highways, waterworks, etc. There has also been activity in road building in the interior of the protectorate, to facilitate traffic. The chiefs are manifesting great interest in these improvements.

#### EDUCATION.

There are no government schools entirely supported, as in the United States, but they are "aided" or receive "grants in aid" according to the average attendance. One hundred and fourteen such schools were maintained during the year, with an enrollment of 8,214 scholars and an average attendance of 5,669. They received from the government £3,895 1s. 6½d. (\$18,955.37). The outlook of the educational work in the colony is more encouraging than formerly, as there is a tendency to direct the efforts so as to produce more practical results.

Seventy thousand pounds (\$340,655) have been bequeathed to educational interests by the late Mr. S. B. Thomas, a native merchant who died during the year. This fund is to establish an agricultural and mechanical college for training the natives of the interior.

#### MOHAMMEDAN EDUCATION.

During the year, four schools were established by the government in Freetown for Moslem education. In a population of 37,000,000 people in the Sudan, 20,000,000 are said to be Mohammedan British subjects, and it is the desire of the government to bring these within the range of Western education. They are taking advantage of the opportunities thus provided, and the success of this work will result in untold benefit to British trade and influence in West Africa.

During the year, the director of Mohammedan education received several specimens of American text-books for introduction into the schools under his supervision. The books, which were obtained through the efforts of this consulate, gave ample satisfaction, but it will probably require at least five years for general introduction, as this phase of education is purely an experiment. The prompt response of the publishers made quite a favorable impression upon those concerned. I fear, however, that our dealers—accustomed to trade almost exclusively with occidental people—have too little patience with Orientals. The prevailing idea conveyed in mercantile literature sent to this office appears to be, "advertise by one mail and receive an order by the next." Such are not the methods of dealing here. The people are very slow to take hold of new things, but when satisfied, they rarely change. This is strikingly true of Mohammedans.

The English Government is in earnest in this work, and if our publishers would use, in the text-books intended for this country, illustrations of the home, industrial school, and college life of the Afro-American people in the United States, they would add greatly to their value here, and they would show the advantages of Western over Eastern education in the progress of the colored race.

#### IMPORTS IN 1902.

The trade for the six months ended June 30, 1902, has been favorable. Imports from the United States were valued at \$99,370.67. There were no exports declared for our country.

## AMERICAN COAL.

The first two cargoes of steam coal from the United States have been received here. It was for use on the colonial government railway, and, I am informed, gave ample satisfaction. It would be well for our dealers to give this market attention, as the annual consumption of coal is increasing.

## TRANSPORTATION.

Elder, Dempster & Co., the Woermann Line, and the Compagnie Belge Maritime du Congo are the principal steamship companies with lines to Sierra Leone. These afford excellent facilities for freight and passenger service. Two large and commodious steamers have been recently added to the passenger service between Liverpool and this port. They were made necessary by the mining and railway enterprises on the Gold Coast, Nigeria, and other colonies of the west and southwest coasts.

*Tonnage for 1901.*

Description.	Number.	Tonnage.	Crews.
Sailing vessels—			
Entering .....	220	8,862	1,269
Departing .....	226	8,707	1,328
American sailing vessels—			
Entering .....	a 17	5,317	143
Departing .....	16	5,640	136
Steam vessels—			
Entering .....	391	614,166	16,580
Departing .....	396	618,373	16,733

<sup>a</sup>One American sailing vessel made coasting trips between local ports and Freetown during the year. There were but 6 vessels direct from the United States.

## RAILWAY IMPROVEMENTS.

The railway has been completed 103 miles, to Bo, in the Bandajuma district in the protectorate. From there it will be continued to the Liberian boundary. This line will open to trade a new country, rich in minerals, hard woods, and native products, the soil of which is fertile and well adapted to cotton growing. This extension from Bo will pass near the border of the Foutah country, whose inhabitants are industrious herdsmen and shrewd traders. They now carry on a considerable traffic in horses, cattle, sheep, goats, hides, leather, ivory, and gold with the French at Kanakoy. The following appropriations have been made for railway and other public improvements:

Railway construction and equipment from Freetown to the Liberian frontier .....	\$5,272,497.49
Mountain railway .....	150,666.84
Freetown wharf .....	189,564.77
Waterworks .....	153,294.75
Other expenses .....	745,353.14
Grand total railway and public improvements .....	6,518,637.00

## NOTES.

There have been no changes in tariffs, customs regulations, wharfage, or port rules. No licenses are required to carry on business. There

is a house tax, however, which must be paid by the person occupying the premises. Commercial travelers are not required to obtain licenses. There have been no changes in quarantine laws, currency, rates of exchange, or banking since my last report. American methods of packing appear to give satisfaction.

JOHN T. WILLIAMS, *Consul*.

SIERRA LEONE, *October 28, 1902.*

## SOUTH AFRICA.

### CAPE COLONY.

*Quantities and values of certain articles imported into Cape Colony in 1901.*

Articles.	Quantity.	Value.
Ale and beer .....	gallons..	1,594,938
Apparel and slops.....		\$1,080,017.48
Boots and shoes.....	dozen..	4,365,250.50
Butter .....	pounds..	3,429,772.28
Candles .....	do..	1,560,000.37
Cement.....	do..	430,218.06
Cheese.....	do..	332,708.14
Clocks and watches.....	do..	465,477.73
Chicory.....	pounds..	231,786.26
Coals.....	tons of 2,000 pounds..	50,803.32
Coffee.....	pounds..	1,735,973.01
Confectionery, cocoa, jams.....	do..	1,263,433.36
Corn, grain, and meal:		1,099,661.65
Flour.....	do..	
Maize.....	do..	818,301.96
Oats.....	do..	1,248,999.15
Wheat.....	do..	585,189.79
Cotton manufactures.....		587,292.12
Haberdashery and millinery.....		5,818,479.86
Hats and caps.....	dozen..	5,094,811.86
Iron:		783,754.08
Bar, bolt, rod, and sheet.....	hundredweight..	
Galvanized and corrugated.....	do..	180,751.57
Leather, manufactured.....		794,025.50
Linen manufactures.....		297,857.16
Margarine.....	pounds..	415,297.38
Meats, salt and preserved.....	do..	85,506.77
Oil, mineral.....	gallons..	1,823,318.66
Railway material.....		573,911.69
Provisions, not otherwise designated.....		2,866,070.33
Saddlery and harness.....		5,804,412.14
Soap, common.....	pounds..	551,014.33
Stationery and printing paper.....		698,727.20
Sugar, refined or candy.....	pounds..	1,699,364.40
Tea.....	do..	505,833.74
Tobacco:		661,924.72
Unmanufactured.....	do..	
Cigars.....	do..	1,382,849
Cigarettes.....	do..	21,463.46
Other manufactured.....	do..	704,697.13
Wines.....	gallons..	1,136,396.88
Wood:		277,687.36
Unmanufactured.....	cubic feet..	
Planed and grooved.....	do..	168,425
Manufactured, other than furniture.....	do..	4,519,489
		1,426,653.41
		664,666.57
		556,337.28

*Imports from and exports to the principal countries in the year 1901.*

Country.	Imports.		Exports.	
United Kingdom .....	£13,802,877	\$67,171,701	£9,934,950	\$48,846,484
Australasia .....	1,976,438	9,618,336	6,708	32,620
Canada .....	5,181	26,213	1,315	6,400
India .....	214,902	1,045,821	120	584
Mauritius .....	484,936	2,359,941	1,635	7,957
Natal .....	544,108	2,647,857	253,210	1,282,246
Other British possessions .....	20,216	96,881	719	3,499
United States .....	1,921,287	9,349,943	8,446	41,102
Argentine Republic .....	350,774	1,707,042		
Austria .....	1,585	7,713	210	1,082
Belgium .....	292,281	1,422,386	54,344	264,465
Brazil .....	196,933	958,373		
China .....	29,022	141,236		
France .....	190,265	925,925	20,256	98,576
Germany .....	805,620	3,920,550	119,831	58,062
Holland .....	206,320	1,004,056	783	8,810
Italy .....	13,806	67,182	723	3,518
Japan .....	2,409	11,723		
Madagascar .....	40	195	232	1,129
Norway .....	48,992	238,460	6	29
Portugal .....	4,815	23,432	63	307

*Number and tonnage of vessels which entered at the port of Cape Town in 1901.*

Countries whence cleared.	Number.	Tons.
United Kingdom .....	492	1,995,998
America: .....		
United States— .....		
All ports .....	35	123,790
Pacific ports .....	10	15,018
Argentina .....	46	72,563
Brazil .....	2	1,336
Austria .....	3	10,203
France .....	2	3,330
Germany .....	38	159,659
Norway .....	7	4,907

W. R. BIGHAM, *Consul-General.*

CAPE TOWN, *July 1, 1902.*

## TRANSVAAL.

Since last year peace has been proclaimed, and this country is slowly regaining normal conditions. The coming year will probably see the mining industry in full operation, all prisoners returned to the country, and an addition of several thousand newcomers.

The colony outside of the larger towns has been completely devastated and laid waste; and as this country exists on imports, it is quite reasonable to assume that the importations of 1903 will largely exceed those of any similar period. Not only will food stuffs of all descriptions be imported in increasingly large quantities, but a complete equipment of farming machinery, utensils, and buildings will be needed; and as there are but few draft animals left, traction engines should play an important part in the requirements. Portable houses should be sold in large numbers, as the places of abode on many farms and in many villages consist of tents. It is difficult to get building materials from the coast, owing to a shortage of railway trucks. The small portion

which does get through is forwarded from the railway with difficulty, through lack of wagon transportation, to the outlying districts. Therefore light, portable cottages should sell well, at least for the immediate future.

#### NEED OF BANKING FACILITIES.

American trade with this country would be facilitated by direct banking arrangements. Importers of American goods would effect a saving in exchange rates, and buyer and seller be brought closer together. On the other hand, it is more than likely that some of the bar gold which is now shipped almost exclusively to Europe would find its way to the United States by the steamer lines plying directly between our country and South Africa. I believe this field offers an excellent opening for an American bank.

#### SALESMEN.

It is advisable for merchants and manufacturers desiring trade in this country to individually send qualified salesmen or to send men representing combinations of commercial houses to introduce goods, report on conditions in each line, and generally make such observations as will allow their principals to meet the demands of the trade.

#### GOODS NEEDED.

The following are among the most important requirements of the colony: Agricultural machinery and utensils and materials used about a farm; horses, mules, and cattle; flour milling and dairying machinery; clothing, boots, shoes, hats, and caps; provisions and food stuffs; cigars, cigarettes, and tobacco; forage, corn, and wheat; household furniture and requisites; mining and milling machinery and supplies; harness, saddlery, and leather goods; vehicles of all descriptions, including motor cars, bicycles, and traction engines; building materials of all descriptions.

#### IMPORTS IN 1902.

The total imports for the half year ended June 30, 1902, were, in round figures, about \$20,525,000, or, approximately, for the year \$41,000,000, although the latter half of the year will probably exceed the first six months. As the customs returns do not state the country of origin, I am unable to say what portion of this was furnished by the United States. Undoubtedly, the imports for 1903 will largely exceed \$41,000,000, and our merchants should exert themselves to secure a considerable share of the commerce.

I shall be pleased to answer any inquiries which may assist our business men in their endeavor to secure an increased trade with the Transvaal.

WM. D. GORDON, *Consul*.

PRETORIA, *October 27, 1902.*

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#### DETAILS OF IMPORTS INTO THE TRANSVAAL.

Consul Gordon, of Pretoria, under date of August 26, 1902, transmits the following official statement of the quantity and value of goods

imported into the Transvaal for the half year ended June 30, 1902, compared with the corresponding period in the preceding year:

Articles.	Six months ended June, 1902.		Six months ended June, 1901.	
	Quantity.	Value.	Quantity.	Value.
Acetic acid and vinegar.....gallons..	9,623	\$9,008	4,410	\$4,050
Agricultural implements.....		12,711		676
Ale and beer.....gallons..	63,086	71,518	23,067	25,072
Ammunition:				
Cartridges and cases.....number..	145,403	6,107	8,300	379
Gunpowder and shot.....pounds..	180	87	165	58
Animals, living:				
Cattle.....number..	65	6,798		
Horses.....do.....	209	41,044	6	973
Mules.....do.....	368	60,281	11	1,411
Pigs.....do.....	3	34	275	3,330
Poultry.....do.....	71,069	62,364	5,726	3,129
Chemicals.....pounds..	1,857,458	776,450	52,890	127,094
Apparel and slops.....		1,430,182		494,714
Bags.....		107,297		14,225
Basket ware.....		5,236		287
Beads.....pounds..	7,738	1,494	60	15
Biscuits.....do.....	680,790	100,518	485,303	62,000
Books and stationery.....		228,396		41,010
Bran.....pounds..	2,162,690	37,346	459,320	8,297
Boots and shoes.....		772,766		342,027
Brass and copper ware.....pounds..	8,381	1,947	100	39
Brush ware.....		40,509		11,042
Butter.....pounds..	1,144,779	348,517	602,967	206,680
Butterine, margarine.....do.....	235,465	32,284	141,587	19,773
Candles.....do.....	2,201,965	194,070	863,192	89,047
Canvas and duck.....		31,579		13,208
Cards, playing.....packs..	106,255	11,422	38,399	54,310
Cement.....pounds..	2,247,409	17,831	77,324	657
Lime.....do.....		6,956		39
Cheese.....do.....	404,297	66,194	233,416	43,479
Chicory.....do.....	110,549	6,662	69,850	3,976
Chocolate and cocoa.....do.....	56,480	33,593	62,625	37,837
Cigars.....number..	2,580,675	106,202	667,195	32,313
Cigarettes.....do.....	10,940,070	61,722	9,733,100	50,091
Clocks and watches.....		69,552		46,047
Coke and patent fuel.....pounds..	1,990,593	11,033	9,640	117
Coffee:				
Raw.....d.....	752,310	70,117	492,759	53,999
Roast and ground.....do.....	101,658	22,386	80,311	17,223
Confectionery and sweets.....	543,745	112,302	213,160	40,158
Corks and bungs.....		9,757		1,353
Corn and grain:				
Barley and malt.....pounds..	4,480,709	157,976	927,915	35,063
Beans.....do.....	222,130	6,414	122,266	3,270
Chaff.....do.....	782,582	9,850	4,240	97
Dholl.....do.....	65,710	1,990	2,616	102
Kaffir corn.....do.....	776,449	18,162	61,448	1,990
Lucerne and fodder, not oat hay.....do.....	972,714	12,964	2,000	87
Manna.....do.....		1,060		
Mealies.....do.....	17,132,412	272,144	106,389	123,662
Oat hay.....do.....	3,981,900	91,179	27,561	2,652
Oats.....do.....	372,014	8,920	20,251	871
Peas.....do.....	32,867	1,353	3,000	1,212
Rye.....do.....	88,306	2,117	2,818	73
Wheat.....do.....	1,016,701	21,374		58
Cotton manufacture.....				152,876
Cutlery.....		467,919		20,191
Earthenware and crockery.....		84,852		9,125
Eggs.....dozens..		62,875		15,437
Electric fittings.....	390,011	173,111	30,635	2,993
Fish:		42,738		154,769
Fresh.....pounds..	337,841	20,284	29,878	219,893
Preserved and dried.....do.....	1,960,052	262,285	996,554	6,239
Flour:				
Wheat.....do.....	14,920,888	362,968	9,365,241	8,292
Other kinds.....do.....	111,339	11,315	98,236	16,848
Fruit:				
Dried.....do.....	509,117	48,737	66,558	32,100
Fresh.....do.....	3,893,359	120,305	441,348	17,836
Preserved.....do.....	327,114	30,518	282,142	4,014
Furniture and cabinet ware.....		423,390		8,833
Fuse.....		39,652		161
Glass:				
Bottles.....dozens..	49,326	30,435	12,860	4,545
Window.....do.....		8,609		44
Other kinds.....		39,861		4,166



Articles.	Six months ended June, 1902.		Six months ended June, 1901.	
	Quantity.	Value.	Quantity.	Value.
Glue.....pounds..	21,891	\$1,606	344	\$220,267
Grease (antifriction).....do..	410,130	12,925	106,331	788
Groceries and oilman's stores.....		330,143		606,434
Guns, barrels.....number..	131	4,574	30	99,729
Haberdashery and millinery.....		1,649,724		74,560
Hardware.....		543,019		1,280
Hats and caps.....		140,851		8,930
Honey.....pounds..	19,694	3,309	7,240	906
Hops.....do....	186,101	43,974	34,922	17,573
Instruments:				
Musical.....		34,182		68
Other kinds.....		31,434		2,277
Iron and steel:				
Chains.....		419		4,195
Fencing wire and poles.....		7,606		2,205
Galvanized and corrugated.....		170,186		1,192
Pipes.....		31,089		200
Rod, block, and hoop.....		51,449		47,565
Sheet.....		1,163		45,911
Jams and preserves.....pounds..	480,090	58,992	444,788	19
Jewelry.....		220,448		
Kafir picks and hoes.....number..	10,665	1,635	100	
Lead:				
Bar and sheet.....pounds..	39,067	1,791	1,272	68
Other kinds.....do....	5,570	875	1,550	151
Leather:				
Saddlery.....		81,660		29,963
Manufactured.....		120,134		44,592
Unmanufactured.....		29,642		8,307
Linen manufacture.....		19,305		3,353
Machinery:				
Agricultural.....		56,792		11,874
Electrical.....		198,777		662
Manufacturing.....		21,530		44,499
Mining.....		2,800,788		46,071
Other kinds.....		296,092		14,040
Matches.....gross..	36,299	16,634	29,468	22,780
Meal:				
Wheat.....pounds..	2,085,918	51,283	848,777	40,099
Other kinds.....do....	1,329,966	56,478	706,327	457,670
Meats:				
Preserved.....do....	2,268,217	403,676	1,193,872	857
Salt, smoked, and dried.....do..	12,591	1,232	6,000	8,594
Fresh, and game.....do....	12,241,725	1,063,759	62,364	182,756
Milk, preserved.....do....	2,883,815	266,198	1,868,000	4,974
Mineral waters.....do....	6,370	6,351	4,969	3,051
Oil:				
Castor.....gallons..	3,707	5,061	4,895	453
Cocanut.....do....	2,204	2,419	709	642
Lard.....do....	2,856	2,433	611	33,467
Lamp, mineral.....do....	357,861	72,209	158,861	9
Lamp, other kinds.....do....	674	635	10	1,494
Linseed.....do....	30,363	21,820	1,701	12,794
Machine.....do....	188,912	60,919	37,740	5,665
Sweet.....do....	8,420	15,013	2,621	6,356
Other kinds.....do....	7,330	8,898	16,067	1,771
Paints.....do....		39,613		14,346
Paper:				
Printing.....		36,479		891
Wall.....		16,673		15,879
Other kinds.....		25,437		370
Photographic material.....		47,989		32,649
Pianos.....number..	113	18,770	2	4,896
Pickles, sauces, and chutney.....pounds..	291,676	49,020	129,896	419
Plated ware.....		40,976		302
Printed matter.....		15,067		52,946
Resin.....		467		8,765
Revolvers and pistols.....number..	48	682	26	8,621
Rice.....pounds..	1,886,790	56,086	1,582,296	2,086
Rope:				
Wire.....		63,889		5,246
Other kinds.....		18,989		5,899
Salt:				
Table.....pounds..	79,240	2,511	167,861	1,198
Rock and other kinds.....do..	1,550,615	11,626	697,326	425
Seeds, trees, and plants.....		25,350		85,025
Sheep dip.....gallons..	1,382	1,217	1,200	14,371
Snuff.....pounds..	3,429	4,487	862	
Soap:				
Household.....do....	1,991,770	140,496	1,677,589	8,002
Perfumed and toilet.....do....	91,251	41,054	36,118	131,286
Sparklets and bottles.....		35,866		5,718

Articles.	Six months ended June, 1902.		Six months ended June, 1901.	
	Quantity.	Value.	Quantity.	Value.
<b>Spirits:</b>				
Perfumed.....gallons..	3, 124	\$39, 652	917	.....
Oversea.....do.....	169, 952	487, 229	46, 484	.....
South African.....do.....	5, 481	11, 013	2, 621	.....
<b>Stoneware:</b>				
Grinding.....		683		.....
Marble.....		560		.....
Millstones.....				.....
Tombstones.....		1, 509		\$48
Other kinds.....		63		136
<b>Sugar.....pounds..</b>	<b>8, 090, 257</b>	<b>266, 144</b>	<b>3, 884, 106</b>	<b>166, 249</b>
<b>Tallow.....do.....</b>	<b>107, 066</b>	<b>6, 098</b>	<b>4, 317</b>	<b>370</b>
<b>Tar:</b>				
Coal.....gallons..	16, 978	1, 489	256	122
Pitch.....		88		9
Other kinds.....gallons..	7, 976	1, 431	242	97
<b>Tea.....pounds..</b>	<b>578, 911</b>	<b>165, 300</b>	<b>291, 065</b>	<b>76, 984</b>
<b>Tin and zinc:</b>				
Rod and block.....		3, 523		321
Other kinds.....		3, 583		447
<b>Tobacco:</b>				
Manufactured.....pounds..	108, 631	70, 890	14, 094	9, 947
Unmanufactured.....do.....	376, 804	50, 967	23, 412	2, 998
<b>Tobacconist ware</b>		90, 721		24, 337
<b>Tramway material, mining</b>		38, 859		784
<b>Toys and sporting goods</b>		92, 950		2, 696
<b>Turpentine.....gallons..</b>	<b>8, 876</b>	<b>6, 472</b>	<b>2, 029</b>	<b>546</b>
<b>Uniforms.....number..</b>	<b>3, 463</b>	<b>8, 662</b>	<b>2, 330</b>	<b>6, 662</b>
<b>Varnish.....gallons..</b>	<b>2, 377</b>	<b>4, 302</b>	<b>36</b>	<b>127</b>
<b>Vegetables:</b>				
Fresh.....pounds..	4, 720, 681	127, 371	746, 513	29, 759
Preserved.....do.....	680, 224	54, 967	224, 735	21, 407
<b>Vehicles:</b>				
Carts and carriages.....		121, 069		1, 513
Wagons and parts.....		37, 200		3, 163
Bicycles and accessories.....		378, 322		18, 945
Wheelbarrows and other kinds.....		4, 540		48
<b>Wines:</b>				
Oversea.....gallons..	45, 636	118, 687	9, 883	30, 255
South African.....do.....	20, 822	25, 840	4, 224	5, 606
Sparkling and champagne.....do.....	8, 526	81, 485	2, 306	24, 678
<b>Wire:</b>				
Electric cable and wire.....		18, 167		7, 037
Electric wire rope.....		20, 147		.....
Other kinds.....		297		2, 312
<b>Wood:</b>				
Manufactured.....		61, 410		8, 293
Unmanufactured.....		259, 273		16, 225
<b>Woolen manufacture</b>		365, 713		111, 365
<b>Works of art:</b>				
Pictures.....		11, 087		73
Statuary.....		696		5
<b>Goods not enumerated.....</b>		<b>34, 864</b>		<b>5, 339</b>
	<b>a4, 217, 698</b>	<b>20, 525, 426</b>	<b>1, 143, 192</b>	<b>5, 563, 344</b>

<sup>a</sup> Colonies from which imported.

Colony.	Value of imports.	
	Six months ended June, 1902.	Six months ended June, 1901.
From and via Natal.....	£1, 825, 420	\$8, 883, 406
From and via Cape Colony.....	2, 017, 989	9, 820, 543
From and via Delagoa Bay.....	374, 289	1, 821, 477
	<b>4, 217, 698</b>	<b>20, 525, 426</b>

The consul adds:

The customs duties collected during the half year ended June 30, 1902, were £527,065 13s. 11d. (\$2,564,985), as compared with £168,446 12s. 6d. (\$819,745), for the corresponding period last year.

This return does not include free importations for the use of the field-force canteen and officers' messes, burgher relief committee, local government, or military stores, or railway material imported as "public stores."

I note two lines in particular in which the United States is deficient in exports to this country: Jams and marmalade and dairy products. Based on returns for the past six months, the total importations for the year (and the consumption is increasing) will be about as follows:

	Pounds.
Butter.....	2,300,000
Cheese.....	808,000
Milk (preserved).....	5,700,000
Jams and preserves.....	920,000

The attention of American merchants should be called to these lines.

## TUNIS.

The customs returns of Tunis give the following figures, showing the trade of the regency for the fiscal year 1901-2:

### Trade by countries.

Country.	Exports.	Imports.
France.....	\$3,588,000	\$7,502,450
Algeria.....	705,600	456,050
Great Britain.....	1,003,000	1,565,000
Austria.....	49,400	153,000
Belgium.....	175,300	264,000
Italy.....	1,274,000	983,000
Malta.....	433,400	53,000
Spain.....	28,000	75,000
Greece.....	43,000	68,000
Turkey.....	23,000	158,000
Sweden.....	.....	93,000
Germany.....	143,000	145,000
Holland.....	25,900	26,000
Egypt.....	169,000	26,000
Tripoli.....	143,000	106,000
All other countries.....	26,900	1,263,000
Total for 1901-2.....	7,825,500	12,936,500
Total for 1900-1901.....	8,512,000	12,303,000

### Exports of merchandise.

Articles.	Value.	Articles.	Value.
Livestock.....	\$681,420	Dates.....	\$100,000
Hides and skins.....	300,620	Olive oil.....	1,163,000
Wool manufactures.....	132,300	Cork.....	80,000
Camel's hair.....	11,000	Alfa.....	600,000
Silk manufactures.....	40,800	Tanbark.....	179,000
Wax.....	31,000	Wine.....	100,000
Tunny fish.....	195,000	Phosphates, crude.....	900,000
Fresh fish.....	77,000	Lead ore.....	103,000
Sponges.....	407,000	Zinc ore.....	400,000
Wheat.....	1,061,600	Soap.....	67,000
Barley.....	166,000	Fez caps and oriental goods.....	167,000
Hay.....	139,000	Postal packages.....	183,000
Vegetables, dried.....	39,300	All others.....	560,260
Almonds.....	21,000		

*Imports of merchandise.*

Articles.	Value.	Articles.	Value.
Live stock .....	\$45,000	Wine .....	\$132,000
Salt pork .....	44,000	Liquors and spirits .....	157,500
Cheese .....	121,000	Beer .....	52,000
Dairy produce .....	85,000	Marble and building materials .....	278,000
Lard .....	52,000	Coal .....	265,600
Linen manufactures .....	175,000	Petroleum .....	215,000
Woolen manufactures .....	226,000	Iron rails, plates, and castings .....	586,000
Thread—linen, silk, cotton .....	178,000	Chemicals, dyes, and paints .....	177,000
Silk manufactures .....	238,000	Perfumery .....	69,000
Cotton manufactures .....	1,629,000	Candles .....	100,000
Sugar .....	519,000	Glass and china .....	176,000
Coffee .....	174,000	Clothes and underclothes .....	200,000
Wheat .....	521,000	Paper, books, and engravings .....	158,000
Rice and barley .....	145,000	Machinery .....	290,000
Flour .....	1,619,000	Machinery, agricultural .....	115,000
Canned provisions .....	150,000	Sewing machines .....	85,000
Potatoes .....	83,000	Tools and cutlery .....	40,000
Fruit, dried .....	146,000	House furnishings, metal .....	469,000
Tobacco .....	178,000	Dynamite and blasting powder .....	66,000
Oil .....	119,000	Carriages .....	97,000
Leather .....	370,000	Basket and wood work .....	190,000
Boots and shoes .....	85,000	Scientific instruments, etc .....	122,000
Lumber .....	420,000	Postal packages .....	800,000
Hemp, cotton, and jute .....	69,000	All other .....	1,004,000

**AMERICAN GOODS IN TUNIS.**

Importations of American goods into Tunis are badly handicapped by the additional cost of indirect transportation and by commission charges. With the exception of one British steam line to Manchester and the Italian Florio Line, the entire transportation service is confined between Marseilles and the Tunisian ports. All the Mediterranean lines to the United States pass along the Tunisian coast, and could the companies be induced to order even a monthly call at this port, freight could be secured and our trade would be doubled within six months.

Many of our goods, however, are forcing their way into this market in spite of existing difficulties. For instance, our watches, clocks, cheap jewelry, metal house-furnishing goods, ice-cream freezers, locks, and hardware are held in stock in the Tunis shops and meet with a brisk demand. Our agricultural machinery and implements have crowded out all others of that class; but there is further room for trade, especially in cotton cloths and prints. Stationery supplies would, I am sure, meet with ready sales. Indeed, were direct communication established, even in a limited way, our goods could be placed so advantageously that we could secure the greater part of the trade. This country may be said to be exclusively agricultural, so that nearly all manufactures have to be imported. Consequently, the field is open to our competition, and it is quite worthy of attention.

The following table gives the nature and value of United States products imported into Tunis during the fiscal year 1901-2:

*Imports from the United States.*

Articles.	Value.	Articles.	Value.
Agricultural machinery .....	\$46,700	Flour .....	\$4,000
Tools and hardware .....	9,700	Potatoes .....	880
Furniture .....	1,000	Tobacco .....	24,700
Carriages .....	2,000	Lumber .....	62,400
Salt pork .....	15,000	Alcohol .....	2,000
Condensed milk .....	8,040	Petroleum .....	45,000
Cheese .....	2,660		
Lard .....	22,166	Total imports for 1901-2 .....	242,596
Wheat .....	1,850	Total imports for 1900-1901 .....	391,808

## EXPORTS TO THE UNITED STATES.

The exports invoiced from the consulate during the year 1901-2 have been: Goatskins, \$31,262; bazaar goods, \$1,509, and dried cuttlefish, \$275, making a total of \$33,046.

In addition to these items, the customs returns give the following exports to the United States. These goods were probably invoiced in France or Italy:

Live stock .....	\$300
Olive oil .....	5,800
Wine .....	200
Lead ore .....	3,000
Brass and metal ware .....	10,000
Total .....	19,300

This makes the entire exportation \$52,346.

## PUBLIC IMPROVEMENTS.

The most notable effort toward public improvement in Tunis has been the transformation of the tram service from the old horse-car system to electric traction. In the fall of 1900, a French syndicate bought the then existing Belgian Horse Car Company and substituted the trolley system, placing new and well-equipped cars on all the lines. Further, electric-light wires have been stretched in the narrow, winding streets of the Arab city, which heretofore, for the most part, have been left in utter darkness after sunset.

There has also been erected a fine casino for the benefit of visiting tourists in winter. This establishment comprises a handsome theater, a winter garden for concerts, with a restaurant, and a sumptuous suite of rooms for cards. Considerable capital has been sunk in this establishment, and it is believed that the establishment of regular gambling tables, including roulette, such as exist at Monte Carlo, will be authorized. Games of chance, such as baccarat and the "petits chevaux," are already permitted in several public resorts in and about Tunis, and the government draws a handsome revenue from the taxes laid on their operation.

ST. L. A. TOUHAY, *Vice-Consul.*

TUNIS, *September 15, 1902.*

## ZANZIBAR.

The trade of Zanzibar for the six months ended June 30, as compared with the same period of the preceding year, shows an increase in exports and imports.

The following table gives values and countries of origin:

## IMPORTS.

Great Britain .....	\$459, 516
Continent .....	545, 762
United States .....	118, 960
Bombay .....	634, 780
Asia .....	621, 109
Africa .....	1, 666, 893
Total .....	4, 047, 020
Total during same period in 1901 .....	3, 536, 143
Increase .....	510, 877

## EXPORTS.

Great Britain .....	244, 275
Continent .....	504, 074
America .....	192, 119
Bombay .....	315, 364
Asia .....	79, 392
Africa .....	1, 994, 555
Total .....	3, 329, 779
Total during same period in 1901 .....	3, 007, 903
Increase .....	321, 876

Imports from the United States during the first six months of 1901 amounted to \$199,262, showing a decrease for this year of \$80,302, while exports to the United States for the same period amounted to \$197,541.34, showing a decrease for this year of \$5,462.

The bulk of the imports into Zanzibar from the United States consists of petroleum and cotton piece goods. The exports are shown below in detail:

## 1901.

Chillies .....	\$11, 649. 19
Clove stems .....	4, 330. 83
Colombo root .....	673. 97
Goatskins .....	9, 938. 43
Gum animi .....	793. 50
Hides .....	384. 69
Ivory .....	169, 290. 73
Mother-of-pearl .....	480. 00
Total .....	197, 541. 34

## 1902.

Chillies .....	\$2, 042. 55
Cloves .....	328. 13
Goatskins .....	22, 468. 64
Ivory .....	167, 379. 70
Total .....	192, 119. 02

The trade in Zanzibar may be said to be wholly in the hands of Indian merchants, who act as the middlemen between the European and American wholesale merchants and the native Africans. These Indian merchants almost invariably buy their merchandise from European houses represented locally. They seldom order direct from the European markets. On the other hand, it has been found the better policy to allow the Indian to act as "jobber," because in the detailed business of distribution he can, with his native employees and simpler expenses, work much more cheaply. Although of a high order of intelligence, the Indian merchant in Zanzibar seldom speaks any language other than his own, except Kiswahili, the lingua franca of this region. This is, of course, another reason for the necessity of local sales.

#### GENERAL EXPORTS.

As Zanzibar and the adjacent island of Pemba are simply large plantations, the prosperity of trade depends primarily upon the crops, the principal ones being cloves and copra.

*Cloves.*—The crop of cloves from June to June was over 80,000 bales, of 140 pounds each—a large harvest. Cloves pay the Zanzibar government a tax of 25 per cent. Rotterdam takes 75 per cent of the whole crop, London using the bulk of the remainder.

*Copra.*—The export of copra for the year amounted to about \$500,000. Practically all of this was shipped to Marseilles.

These two items alone account for the increase in exports.

*Hides.*—There was a great falling off in the export of hides and goatskins. This, however, may be considered a good sign rather than otherwise, because the "up-country" natives keep their live stock in times of plenty, killing them off only when grain is lacking.

*Ivory.*—The decrease in the export of ivory was enormous.

#### GERMAN TRADE.

The most striking single feature of this year's trade is the effort that Germany has made to control it. The Deutsche Ost Afrika Linie has put on this line six new steamers of from 4,000 to 6,000 tons each, and has two more in course of construction. They circumnavigate Africa, and have branch lines to Seychelles, Colombo, Bombay, Calcutta, and Rangoon.

Greatly aided in freights and space, the German merchants have been extremely active in soliciting business, but there is absolutely no doubt that they have overdone it.

They have forced not only German goods, but merchandise from all over the world upon the native merchants, giving credits for which there was no reason, and prices that could show no profit. The wholesale merchants have tried to collect debts long overdue, and the consequence has been the greatest commercial and financial panic in the history of Zanzibar trade. Naturally, merchants of all nations have suffered, but less seriously. Americans merchants have been often blamed for insisting upon practically cash transactions, but Zanzibar is a sad argument in their favor. Certainly, the present time is an inauspicious one for "pushing" trade here.

## UGANDA RAILWAY.

The Uganda Railway to Lake Victoria is now completed. This has already diverted most of the traffic from the old caravan roads that lead into the interior from nearby ports in German East Africa. The Germans, however, are building a road from Tanga to Lake Tanganyika. This should be finished before many years, and the German ports will then probably regain some of their lost prestige.

## CURRENCY.

The currency used here is the Indian rupee, worth at par 1s. 4d. There is very little variation in exchange, and for ordinary business purposes it is customary to value the rupee in United States gold at 33½ cents; i. e., 3 rupees to the United States dollar.

## TARIFF.

All imports are subject to an ad valorem duty of 5 per cent, but there are liberal bonding privileges for goods landed in Zanzibar for transshipment to other countries.

## NOTES.

During the year Bubonic plague appeared at Nairobi, on the Uganda Railway, half way between the coast and the lake. It has been, however, entirely stamped out.

On July 18, Sultan Seyyid Hamoud bin Mahomed died. He has been succeeded by his son Seyyid Ali bin Hamoud.

The crop outlook for the coming year is excellent, but there will have to be a complete reorganization of business methods before financial confidence can be restored.

There are no port charges. The Zanzibar government owns only two small steamers that are used for communication with Pemba and the mainland. As regards the merchant marine of other countries, as extraterritorial rights exist here, each is protected by the laws of its own country.

No trading licenses are required.

Zanzibar is in the English penny-post agreement, and the postage is 1 anna, equal to 2 cents, to all British possessions. To other countries it is the equivalent of our own.

There are no plants here owned or worked by American capital.

## COMMUNICATIONS.

The following lines send steamers here regularly: Messageries Maritimes, monthly; British India, one steamer direct from England monthly, one monthly from Aden, and one monthly from Bombay. Deutsche Ostafrika Linie, twice monthly from Hamburg and one monthly from Bombay. Austrian Lloyds, line newly started. All these steamers make similar return trips.

HARRIS R. CHILDS, *Vice-Consul*.

ZANZIBAR, *September 5, 1902.*



# NORTH AMERICA.

## DOMINION OF CANADA.

### REPORT FROM CONSULATE-GENERAL AT MONTREAL.

The development of the Dominion of Canada continues. Its progress is greater with each succeeding year. The country is generally prosperous; the crops are satisfactory in every quarter, and there is evidence on every hand of remarkable business activity.

#### COMMERCE.

A statement of the foreign trade of Canada for the year ended June 30, 1902, shows that conditions during that period were satisfactory. The total exports and imports entered for consumption for five years back were:

Year.	Exports.	Imports.
1902 .....	\$211,725,763	\$212,791,595
1901 .....	196,487,682	181,237,968
1900 .....	191,894,723	180,804,316
1899 .....	158,896,905	154,051,593
1898 .....	164,152,683	130,098,005

Roughly speaking, in five years the exports have increased by forty-seven and a half millions and the imports by seventy-two and three-quarter millions of dollars. The increase in exports has been in articles of domestic origin, the figures being:

1902 .....	\$196,105,240	1899 .....	\$137,380,792
1901 .....	177,431,386	1898 .....	144,548,662
1900 .....	168,972,306		

The gain thus shown is over \$50,000,000 in five years, a ratio that is probably unexcelled by any country in the world. Even if the population of Canada is not showing the increase that is desirable, it can not be denied, in face of these figures, that commercial activity is developing at a rate most creditable. This growth, too, is spread fairly through all the classifications, as the following statement of domestic exports for 1902 and 1901 shows:

Article.	1901.	1902.
Minerals .....	\$39,982,573	\$34,947,574
Fish .....	10,720,352	14,059,070
Forest products .....	30,003,857	32,119,429
Animals and produce .....	55,499,527	56,345,429
Agricultural produce .....	24,977,662	37,238,165
Manufactures .....	16,012,502	18,462,970
Miscellaneous .....	44,642	32,569

The part contributed by the farm amounts to nearly one-half of the whole, the two items of animals and their produce and agricultural produce alone representing over \$96,000,000 worth.

## CUSTOMS COLLECTIONS.

The customs collections were:

1902 .....	\$32,423,862	1899 .....	\$25,734,229
1901 .....	29,106,880	1898 .....	22,157,788
1900 .....	28,889,110		

## IMPORTS BY COUNTRIES.

The principal countries from which Canada imported and the amounts were:

Country.	1902.	1901.
United States .....	\$120,809,966	\$110,485,008
Great Britain .....	49,215,693	43,018,164
France .....	6,670,778	5,398,021
Germany .....	10,814,029	7,021,405
Italy .....	724,682	327,361
Belgium .....	1,700,697	3,328,450
Newfoundland .....	1,125,426	625,568

## EXPORTS BY COUNTRIES.

The exports of Canadian produce amounted in value to \$196,019,763 in the last fiscal year, as against \$177,443,439 in 1901. Some of the principal items in this total were:

Country.	1902.	1901.
United States .....	\$71,196,505	\$67,995,726
Great Britain .....	109,342,245	92,657,525
France .....	1,388,848	1,436,622
Germany .....	2,692,585	1,374,716
Belgium .....	2,444,490	1,728,484
Newfoundland .....	2,381,867	2,142,877
Australia .....	2,574,759	2,297,521
West Indies .....	1,967,039	1,896,262

## WHEAT.

Canada's export of wheat, according to unrevised figures, amounted for the fiscal year ended June 30, 1902, to 36,446,357 bushels, valued at \$26,410,101, as compared with 18,936,252 bushels, valued at \$13,662,930, for the year previous, an increase of 92 per cent. Great Britain was the largest customer, taking 33,371,876 bushels. The United States bought only 15,086 bushels; Belgium took 1,737,376 bushels, and Germany 1,032,533 bushels.

## BACON AND HAMS.

The bacon trade seems to more than hold its own. Last year, Canada sent abroad \$12,163,505 worth, an increase of \$666,025 compared with the preceding twelve months. Great Britain is by long odds the largest

customer for Canadian bacon. Canada sold Great Britain \$12,119,342 worth, or \$660,000 more than in 1901. The United States bought \$42,599 worth, an increase of \$5,881. In the matter of hams, the value of the export of last year aggregated \$241,485, or \$44,000 below that of the previous year.

#### BUTTER.

The butter exports show an increase in value amounting to \$2,311,000, the total for 1902 being \$5,667,150, and for 1901, \$3,355,197. Great Britain took \$5,465,495; the United States, \$41,554; Newfoundland, \$47,066, and other countries \$113,035 worth.

#### CHEESE.

The sales of cheese abroad were rather disappointing last year. The value of exports was \$19,870,072, a decrease of \$1,250,000 compared with the preceding twelve months.

#### EGGS.

The export last year reached the sum of \$1,736,141, an increase of \$43,845. The purchasers were: Great Britain, \$1,691,024; United States, \$38,663; other countries, \$6,454.

#### POULTRY.

In shipments of poultry Canada did well, the total being valued at \$238,175, or \$96,653 more than in 1901. Nearly all the poultry went to Great Britain, only \$7,612 worth being shipped to the United States, and \$14,000 worth to other countries.

#### POTATOES.

These appear to find a ready market in the United States and Cuba. The total export was valued at \$689,860, as against \$366,410 for 1901, an increase of \$323,450. The United States bought \$328,625 worth and Cuba \$231,106. In the previous year, those countries bought \$70,174 and \$181,103 worth, respectively.

#### FINANCE.

The revenue and expenditure of the Dominion for the year ended June 30, 1902, compared with that for 1901, were the following:

Description.	1901.	1902.
Customs.....	\$28,137,999	\$31,945,651
Excise.....	10,294,645	11,116,790
Post-office.....	3,357,096	3,737,025
Public works.....	5,702,459	6,390,723
Miscellaneous.....	3,243,748	3,123,504
Total.....	50,735,947	56,309,693
Expenditure.....	38,574,508	42,255,316

The revenue during the year increased by \$5,567,000 over 1900-1901. There is also an increase of \$3,691,000 in the expenditure. The difference between the revenue and the expenditure shows a nominal surplus of over \$14,000,000 on ordinary account, but there are outstanding

accounts which will reduce this amount nearly one-half. The capital account expenditure for the year was \$11,532,155, about \$2,000,000 larger than for the preceding twelve months. The increase is due to payments on public works.

Up to the 30th of June, 1902, the revenue was \$50,735,947, and there was afterwards collected \$1,778,753, or in all, \$52,514,701. The expenditure as given on the 30th of June last year was \$38,574,508, but this amount increased to \$46,866,367 when all the accounts had been paid. For the present year, the expenditure is \$42,255,316, but if to this sum there should be added an amount equal to that paid out after the 30th of June last year, it would be \$50,546,860. If the capital account should be included and treated in the same way, after accounting for about two and one-half millions in sinking funds, there will be added to the public debt at the close of the financial year \$3,250,000.

Returns of the balance sheet of the Dominion for the months of July and August of the current fiscal year are now available. They show that the revenue continues to grow. There is a slight increase in expenditure and a decrease of two-thirds in the outlay on capital account.

Following are the returns for the two months:

Description.	1901.	1902.
<b>Revenue:</b>		
Customs .....	\$5,270,466	\$5,949,451
Excise .....	1,734,777	1,178,637
Post-office .....	510,233	580,000
Public works and railways .....	1,055,242	1,184,125
Miscellaneous .....	246,343	286,734
<b>Total .....</b>	<b>8,817,062</b>	<b>9,758,947</b>
<b>Expenditure .....</b>	<b>5,362,982</b>	<b>5,564,115</b>
<b>Capital expenditure:</b>		
Public works and railways .....	1,681,329	400,272
Dominion lands .....	32,244	19,662
Militia .....	2,000	3,140
Railway subsidies .....	709,570	194,620
Iron and steel bounties .....		9,213
South Africa contingent .....	66,672	49,048
Northwestern Territory rebellion .....		141
<b>Total .....</b>	<b>2,491,815</b>	<b>765,515</b>

For the month of August alone, the revenue was \$5,486,300, as against \$5,016,695 for the same month of 1901. The expenditure was \$2,618,004, as against \$2,686,188 in August, 1901. The capital expenditure was \$505,737, as against \$2,273,942.

#### • BANKS.

Returns to the government for August by the Canadian chartered banks reflect, in the significant items of the statement, the same steady increase in the volume of trade that has characterized these figures from month to month in the past. Circulation during August was \$55,035,701, an increase of \$3,000,000 over July, and \$3,600,000 over August a year ago. At the same, time the banks increased their accommodation to the mercantile community to the amount of \$296,711,684, a gain of \$213,000 over July, and \$15,950,000 over August a year ago. The ratio of increase, both in circulation and in advances to the business community, in August, 1902, compared with August,

1901, has therefore been about the same, a little over 7 per cent. The banks have at the same time loaned out of Canada, on mercantile paper, etc., \$31,269,259, an increase of \$2,680,000 over the previous month, and \$6,880,000 in excess of August, 1901. The increase in stock-exchange speculation during the past ten weeks or so is shown by the call loans, which are \$4,191,000 greater than in July at \$50,067,007, and \$23,000,000 more than they were a year ago. This is in Canada alone, for the Canadian banks have loaned abroad, chiefly in New York, \$52,409,125 on call, \$1,800,000 more than they had last month, and \$10,000,000 in excess of August, 1901. The steady gain in deposits, both on demand and notice, continued. Demand deposits now are \$105,639,000, about \$100,000 more than they were in July, and \$11,700,000 more than they were a year ago. Deposits on notice are \$247,052,129, an increase of \$2,000,000 over July, and \$18,000,000 over August, 1901. Deposits that the banks have out of Canada are \$16,000,000 greater than they were a year ago. The amount of money deposited in various ways with Canadian banks is now only \$9,000,000 odd short of the \$400,000,000 mark, the increase during the year being over 10 per cent. The figures of the statement in detail are:

## LIABILITIES.

	August, 1902.	July, 1902.	August, 1901.
Paid-up capital.....	\$70,270,408	\$69,733,761	\$67,482,864
Reserve.....	40,725,468	40,801,022	35,787,323
Circulation.....	55,085,701	52,070,065	51,352,309
Due Dominion government.....	2,791,717	2,757,307	2,460,890
Due provincial government.....	3,880,669	4,249,706	3,226,871
Demand deposits in Canada.....	105,639,606	103,539,151	93,945,739
Notice deposits in Canada.....	247,052,129	245,044,194	228,174,256
Deposits out of Canada.....	37,484,456	37,272,322	20,788,014
Loans from other banks.....	570,619	530,240	656,062
Deposits by other banks.....	3,756,722	3,818,376	3,123,569
Due British banks.....	8,397,376	4,593,092	6,569,418
Due foreign banks.....	1,359,454	1,210,414	893,096
Other liabilities.....	12,121,964	12,698,067	11,223,226
<b>Total liabilities.....</b>	<b>478,090,477</b>	<b>469,883,653</b>	<b>431,466,569</b>

## ASSETS.

	\$12,382,880	\$12,296,849	\$11,537,097
Specie.....	23,045,035	23,726,010	20,016,696
Dominion notes.....	2,792,166	2,792,166	2,568,918
Security for circulation.....	11,719,125	14,884,152	11,016,915
Notes of other banks.....	570,619	583,636	601,062
Loans to other banks.....	4,414,790	4,545,575	4,146,678
Deposits with other banks.....	8,308,367	7,046,772	6,004,717
Due from British banks.....	14,816,512	16,645,395	19,832,958
Due from foreign banks.....	9,683,019	9,897,199	11,469,877
Government securities.....	14,080,502	14,006,415	13,669,442
Municipal securities, etc.....	34,751,846	34,971,475	32,209,820
Railway securities, etc.....	50,067,007	45,876,667	36,999,408
Call loans in Canada.....	52,409,125	50,884,884	42,343,373
Call loans out of Canada.....	296,711,684	296,498,818	280,756,305
Current loans in Canada.....	31,269,259	28,687,076	27,373,521
Current loans out of Canada.....	8,541,570	8,242,384	2,082,121
Loans to provincial government.....	1,992,247	2,043,504	2,110,635
Overdue debts.....	858,590	873,611	915,396
Real estate.....	817,815	796,208	671,729
Mortgages, etc.....	7,010,132	6,976,806	6,569,638
Bank premises.....	11,769,848	10,685,472	11,217,956
Other assets.....			
<b>Total assets.....</b>	<b>593,012,325</b>	<b>587,900,352</b>	<b>544,147,899</b>

The expansion shown by the above statement is without a parallel in the history of the country, and has probably never been surpassed in any part of the world by a people similarly situated.

## TARIFF QUESTION.

This is a question as important in Canada to-day as it ever was in the United States. The manufacturers are shouting "Canada for Canadians." They want, if possible, a prohibitive tariff, against the United States especially. The Dominion cabinet is divided on the question, and what the outcome will be no one can tell. The indication is that the majority of the party in power will not accede to the extreme demands of the high protectionists. When the department of customs gave out the revised trade figures for the last fiscal year, a leading organ of the government declared:

A comparison of these returns with those of the year 1896, when the present government came into office, will afford very little satisfaction to those manufacturers who are clamoring for an increase in the tariff.

The increase in the aggregate trade of Canada on the basis of goods entered for consumption and Canadian produce exported (that is, excluding foreign goods) for the six years was \$168,000,000 in round figures. The total imports show an increase in the six years of about \$94,000,000, and the total exports of about \$90,000,000, making a total increase in the six years of about \$184,000,000 in the aggregate trade.

This is the result of a revenue tariff, while during the whole period of the national policy, so called, the trade of the country was practically stagnant. In 1873 the imports were \$128,000,000 under a revenue tariff, and in 1895 they were \$110,000,000 under a protective tariff, a decrease of \$18,000,000.

Take trade with Great Britain. In 1873 goods entered for consumption were \$68,000,000, and in 1896 they were reduced over 100 per cent, being \$32,000,000.

Take the trade with the United States; in 1873, under a revenue tariff, the imports for consumption were \$47,000,000, which increased to \$54,000,000 in the following year. In 1895 they were exactly \$54,000,000, so that in over twenty years under high protection there was no increase, but, on the contrary, they had dropped as low as \$29,000,000. The trade with France is nearly four times what it was in 1896, and it has doubled with Germany.

The revised statement shows, as already said, a marvelous growth in the business of the country. It is as follows for the years 1902 and 1896, when the present government came into office:

## IMPORTS.

	1896.	1902.
Total Imports .....	\$118,011,508	\$212,270,158
Dutiable .....	74,259,940	127,965,281
Free .....	48,751,568	84,314,877
For consumption .....	110,687,480	202,796,506
Dutiable .....	67,239,759	118,667,496
Free .....	48,347,721	84,134,099
Duty collected .....	20,219,087	32,425,562
Imports from Great Britain .....		49,427,688
Dutiable .....		35,329,879
Free .....		14,097,809
Entered for consumption .....	32,979,742	49,206,062
Dutiable .....	24,366,179	35,062,564
Free .....	8,613,563	14,143,498
Imports from United States .....		129,801,847
Dutiable .....		68,922,500
Free .....		60,879,347
Entered for consumption .....	58,674,024	120,814,750
Dutiable .....	29,101,646	60,184,806
Free .....	29,472,378	60,632,942
Imports from France .....		6,915,383
Dutiable .....		5,791,812
Free .....		1,123,571
Entered for consumption .....	2,810,442	6,672,194
Dutiable .....	2,487,133	5,546,876
Free .....	323,309	1,125,318
Imports from Germany .....		10,919,994
Dutiable .....		9,179,383
Free .....		1,744,611
Entered for consumption .....	5,931,459	10,823,169
Dutiable .....	5,118,245	9,078,402
Free .....	813,214	1,744,767
Duty collected on imports from—		
Great Britain .....	17,858,514	8,424,678
United States .....	7,767,992	15,155,136
France .....	1,020,804	2,163,016
Germany .....	1,329,186	2,741,263

## EXPORTS.

	1896.	1902.
Total exports, Canada .....	\$121, 018, 862	\$211, 640, 226
Canadian produce .....	109, 707, 805	196, 019, 763
Foreign .....	6, 606, 788	13, 961, 101
Coin and bullion .....	4, 699, 309	1, 669, 422
Exports to Great Britain:		
Canadian produce .....	62, 717, 941	109, 347, 345
Foreign .....	3, 971, 812	7, 970, 876
Exports to United States:		
Canadian produce .....	34, 460, 428	66, 567, 784
Foreign .....	1, 960, 740	2, 994, 448
Exports to France:		
Canadian produce .....	573, 835	1, 300, 796
Foreign .....	7, 705	88, 060
Exports to Germany:		
Canadian produce .....	606, 919	1, 298, 654
Foreign .....	150, 612	1, 393, 924
Aggregate trade on basis of goods entered for consumption and Canadian produce exported .....	231, 601, 332	396, 811, 356
Total exports, Canadian produce .....	109, 707, 805	196, 019, 763

## Another Liberal organ has the following comments:

The manufacturing industries of Canada have enjoyed eighteen years of protection quite as high as the country could be expected to bear. The month of July has made a record of \$15,612,783 in exports of domestic products, as compared with \$13,032,244 for the corresponding month in 1901, and in both records manufactures total more than a million dollars. For the past year, the total exports were over \$211,000,000, of which domestic products, exclusive of coin and bullion, totaled \$196,000,000, as compared with an aggregate of \$196,000,000, with \$177,000,000 of domestic products, for the previous year. Our exports of domestic manufactures for the past fiscal year were valued at over \$18,000,000, a gain of more than two millions in comparison with the total for the previous year. This is certainly a satisfactory record. For 1896, the last year under the policy of extreme protection, the total exports were \$121,000,000, and if we exclude foreign goods exported, the total is reduced to less than \$110,000,000. Under the Liberal policy, the commerce of Canada has increased with wonderful rapidity, and the greatest proportionate increase has been in the output of manufacturing industries. Our manufacturers have waxed fat under the Liberal policy, and they should heed the Scriptural warning against the natural tendency of such a condition. It would, perhaps, be unwise for them to precipitate a tariff debate, and disturb the prosperity now enjoyed by every line of trade and industry in the Dominion.

## BRITISH TRADE AND THE PREFERENTIAL TARIFF.

New aspects are presented by the conditions of trade between Great Britain and Canada. The former is rapidly taking every advantage given by the preferential tariff, and the Canadian manufacturers are complaining a good deal.

The British board of trade returns for the six months ended June, 1902, show the following increases: British imports from Canada: Bacon, £121,000 (\$588,847); hams, £62,000 (\$301,723); butter, £72,000 (\$350,388); wheat, £477,000 (\$2,321,320); wheat flour, £67,000 (\$326,056). Decreases in British imports from Canada: Sheep and lambs, £23,000 (\$111,930); cattle, £6,000 (\$29,199); cheese, £32,000 (\$155,728); eggs, £13,000 (\$63,265); oats, £173,000 (\$841,905); pease, £82,000 (\$399,053); maize, £226,000 (\$1,099,829); hewn wood, £32,000 (\$155,728); sawn wood, £184,000 (\$895,436); horses, £9,000 (\$43,799). The imports of canned salmon totaled £908,000 (\$4,418,782), and of canned lobster £69,000 (\$335,788). Exports to Canada increased as follows: Salt, £2,000 (\$9,733); cotton piece goods, £96,000 (\$467,184);

linen piece goods, £11,000 (\$53,532); jute, £9,000 (\$43,799); silk, £11,000 (\$53,532); woolen tissues, £45,000 (\$218,992); worsted tissues, £75,000 (\$364,987); carpets, £11,000 (\$53,532); cutlery, £7,000 (\$34,066); hardware, £5,000 (\$24,333); pig iron £29,000 (\$141,129); bar iron, £18,000 (\$87,597); railroad iron, £23,000 (\$111,930); sheet and boiler plates, £36,000 (\$175,194); galvanized sheets, £40 (\$195); tin plates, £34,000 (\$165,461); cast wrought iron, £30,000 (\$145,995); unwrought steel, £111,000 (\$510,182); haberdashery, £24,000 (\$116,796). The decreases were: Spirits, £11,000 (\$53,532); cement, £16,000 (\$77,864); earthenware, £5,000 (\$24,333). Wearing apparel and slops, waterproofed, totaled £14,000 (\$68,131), and not waterproofed, £133,000 (\$647,244).

From the Liverpool Board of Trade returns, issued October 7 last, there is a showing of large increases in Anglo-Canadian trade for nine months of 1902, as follows:

The British imports in Canadian wheat increased during the past nine months £716,000 (\$3,484,414); flour increased £250,000 (\$121,662). Other increases were: Bacon, £236,000 (\$1,148,494); cheese, £277,000 (\$1,348,020); butter, £217,000 (\$1,056,030); hams, £92,000 (\$447,718); cattle, £17,000 (\$82,730); horses, £8,000 (\$38,932); hewn wood, £9,000 (\$43,799); sawn wood, £190,000 (\$924,635).

The total imports of Canadian canned salmon were £215,000 (\$1,046,298) from the Atlantic, £790,000 (\$3,844,535) from the Pacific, and lobsters, £147,000 (\$715,376).

On the other hand, maize decreased £417,000 (\$2,029,330); oats, £194,000 (\$944,100); peas, £116,000 (\$564,514); sheep, £13,000 (\$63,265); eggs, £30,000 (\$145,995).

Astonishing, however, are the increases in the British exports to Canada during the nine months just past, which are attributed to the operation of the preferential tariff, namely: Cotton piece goods, £148,000 (\$695,910); jute, £19,000 (\$92,464); woolen, £90,000 (\$437,985); worsted, £75,000 (\$364,988); haberdashery, £46,000 (\$223,859); pig iron, £71,000 (\$345,532); bar iron, £41,000 (\$199,527); railway iron, £110,000 (\$535,315); sheets, boiler plates, £51,000 (\$248,191); galvanized sheets, £70,000 (\$340,655); tin plates, £60,000 (\$291,990); cast wrought iron, £47,000 (\$228,755); steel, unwrought, £114,000 (\$554,781).

#### SUBSIDIES.

The granting of subsidies has been practiced so long by the Dominion, provincial, and municipal governments in Canada that it has become a great burden. Many of the newspapers protest against the practice and demand that it cease, but the various interests that demand subsidies are so influential and powerful that the legislators continue to yield. In the year 1901, the Dominion government granted the following subsidies to the Provinces:

Ontario .....	\$1, 339, 287	British Columbia .....	\$242, 689
Quebec .....	1, 086, 713	Prince Edward Island .....	181, 932
Nova Scotia .....	432, 807		
New Brunswick .....	483, 492	Total .....	4, 250, 607
Manitoba .....	483, 687		



During the year 1901, the Dominion parliament granted the following subsidies to railways:

Atlantic and Northwestern.....	\$186,600	Ottawa and New York.....	\$90,000
Canadian Northern.....	537,600	P. and P. J. and G. V. rail-	
Canadian Pacific.....	92,800	ways' interprovincial bridge	
Central Ontario.....	67,200	at Ottawa.....	212,500
Crows Nest Pass.....	205,524	Quebec Bridge.....	74,570
Grand Trunk.....	228,372	St. Marys River Railway.....	75,000
Great Northern.....	345,323	South Shore.....	88,400
Inverness and Richmond.....	132,800		
Massawippi Valley.....	5,378	Total.....	2,512,329
Midland.....	170,264		

The sum of \$629,198 was paid as subsidies to steamship lines for carrying the mails.

#### IRON AND STEEL.

Like all the other manufacturers, the iron and steel men, who are at present getting a high bounty, are clamoring for more aid in the shape of a protective tariff.

The encouragement granted the manufacture of iron and steel in Canada is partly in the form of bounty and partly customs duties. The bounties are given as shown below:

Period.	On pig iron.		On steel.
	From native ore.	From foreign ore.	
To Apr. 21, 1902.....	\$3.00	\$2.00	\$3.00
Apr. 21, 1902, to July 1, 1903.....	2.70	1.80	2.70
July 1, 1903, to July 1, 1904.....	2.25	1.50	2.25
July 1, 1904, to July 1, 1905.....	1.65	1.10	1.65
July 1, 1905, to July 1, 1906.....	1.05	.70	1.05
July 1, 1906, to July 1, 1907.....	.60	.40	.60

The amount which has been paid in bounty on pig iron in Canada during each fiscal year since 1884 is as follows:

1884.....	\$44,090	1893.....	\$93,896
1885.....	38,655	1894.....	125,044
1886.....	39,270	1895.....	63,384
1887.....	59,576	1896.....	104,105
1888.....	33,313	1897.....	66,509
1889.....	37,234	1898.....	165,654
1890.....	25,697	1899.....	187,954
1891.....	20,153	1900.....	238,307
1892.....	30,294	1901.....	351,259

The sum for 1901 was thus far in excess of that of any previous year. These bounties were apportioned to the following:

Canadian Iron Furnace Company, Three Rivers.....	\$16,614
Midland Iron Works.....	59,169
Deseronto Iron Company.....	27,468
Dominion Iron and Steel Company, Sydney.....	55,287
Electric Reduction Company.....	1,173
Hamilton Iron and Steel Company.....	12,455
John McDougall & Co.....	2,379
Nova Scotia Steel and Iron Company.....	66,711

There was paid out in bounties on iron puddled bars \$16,703, an increase of \$6,581. The Hamilton Steel and Iron Company received the whole amount. The bounties on steel ingots amounted to \$100,057, or \$35,697 in excess of the year previous. Of this sum, the Hamilton

Steel and Iron Company received \$28,310 and the Nova Scotia Steel Company \$71,746.

Canada consumes annually about 800,000 tons of iron and the products thereof, and only about 30 per cent is produced by native furnaces.

According to recently completed official reports of the production of pig iron in the Dominion during the first six months of 1902, there was a slight increase compared with the last half of 1901, but a very great decrease compared with the first six months of that year. In the first half of 1902, there were produced in the Dominion 157,804 tons of pig iron, as compared with 149,152 tons in the last half of 1901 and 95,024 tons in the first half. In the first half of 1902, there was an increase of 7,852 tons over the last half of 1901, or more than 5 per cent; compared with the production of the first six months of 1901, the increase is 62,780 tons, or 66 per cent.

At the end of last June, there were 14 blast furnaces in the Dominion.

#### COAL.

The coal trade of Canada for the calendar year 1901 was as follows:

	Tons.	Tons.
Production of coal in Canada .....	6, 186, 286	
Exports of coal, produce of Canada.....	1, 573, 661	
Home consumption of Canadian coal .....		4, 612, 625
Imports of bituminous and anthracite coal and coal dust.....	5, 159, 541	
Exports of coal, not produce of Canada .....	53, 894	
		5, 105, 647
Total consumption .....		9, 718, 272

Until recently, Canada produced only bituminous coal, but last year there was found on Queen Charlotte's Island anthracite coal in 3-foot and 6-foot seams, which is said to compare favorably with that from Pennsylvania.

The above is gleaned from the government report, but the Canadian Mining Manual for 1902 gives the total coal raised in Canada during the previous year at 5,748,845 tons, and the bituminous coal imported at 3,135,158 tons. The Manual says—

In its relative value to the trade and commerce of the country, the greatest of Canadian mineral industries is unquestionably the production of coal, which shows a considerable increase in tonnage and values over any previous year in the history of coal mining in Canada.

From figures furnished direct from the collieries, a close estimate would place the value of the total quantity mined in Canada in 1901 at \$18,000,000. The distribution was as follows:

	Tons.
From Nova Scotia .....	3, 834, 360
From British Columbia .....	1, 529, 210
From Alberta and Assinaboia .....	370, 275
From New Brunswick .....	10, 000
From Yukon.....	5, 000

There was exported:

To Great Britain .....	29, 901
To United States .....	1, 395, 141
To Newfoundland .....	85, 153
To other countries .....	64, 666
Total .....	1, 573, 661

Anthracite coal was imported to the extent of 2,024,383 tons, making the total consumption in the Dominion for the calendar year of 1901, 9,334,725 tons.

The product of the coke ovens also showed a considerable increase. Returns state the output of Nova Scotia to have been 241,936 tons; of British Columbia, 134,760 tons, or a total coke output of 376,696 tons. During the same year, there was exported 57,905 tons and imported 652,710 tons.

From the report of the geological department, I take the following statistics, which may be of interest at this time:

In 1899, there were 5,046,508 tons of coal mined in Canada, valued at \$9,992,086. Of this quantity, 3,148,822 tons were mined in Nova Scotia, 1,552,958 in British Columbia, 334,200 in Manitoba and in the Northwest Territories, and 10,528 in New Brunswick.

The importance of this industry in both Nova Scotia and the west has been greatly augmented since 1899; improved methods of exploitation have been adopted, and the amount of coal mined considerably increased.

There are over 52,000 men employed in or about the coal mines of Nova Scotia.

There were 3,317 mine workers in British Columbia in 1899.

The average wages of Cape Breton miners are \$3 for a nine-hour day or \$2.50 for an eight-hour day.

In Nanaimo, the miners receive from \$2.60 to \$3 for an eight-hour day.

The majority of the miners of Nova Scotia are enrolled in the Provincial Workman's Association, though a number belong to the order of the Knights of Labor. To this organization the men pay 25 cents per month, and receive in case of sickness or accident incapacitating them from labor a benefit of \$3 per week. Boys pay 20 cents per month and receive in sick or accident benefits, \$2.40 per week.

Company stores have been rendered impossible in the mining regions, owing to the laws directed against the truck system.

The following figures show the value of coal, according to a report of the geological commission: In 1895, the actual average value of Canadian coal was \$1.94 per ton; in 1896, \$1.93; in 1897, \$1.93; in 1898, \$1.97; in 1899, \$2.09.

The geological commission estimates that there are 97,200 square miles of coal in Canada, without taking into account the known coal fields of the extreme north, which have not yet been exploited. In the coal basins of Nova Scotia, it is estimated that there are 7,000,000,000 tons.

#### PETROLEUM.

From the far Athabasca district of the northwest comes a report of the existence of oil sufficient for the needs of the Dominion for the next century.

Prominent oil experts have long been of the opinion that within a few years Canada will be a great factor in the oil-producing industry, and now comes a statement from Dr. Martion S. Churchill, one of the best known chemists on the Pacific coast, that he has knowledge of the fact that the vein of oil which has been uncovered in Texas and along in California on the Pacific coast extends into Canadian territory. He says:

The fact is not generally known, except in a few commercial centers, that the Canadian northwest is a great oil storehouse, capable of supplying the whole continent

with fuel for the life of several generations. I have lived in the Canadian northwest for the last thirty years, and I have carefully studied the oil question in that time, especially as it applies to the supply east of Vancouver. I am convinced that the great basin between the two chains of mountains, the Sierra chain and the Rockies, contains a lake of petroleum of inexhaustible quantity. This space takes in practically the whole of British Columbia, which is bounded by these two ranges. All this oil is of one quality, and while it can never be refined to the point where it will be valuable as the common kerosene of commerce, its value as a fuel and lubricant is priceless. There are some who profess to believe that the Standard Oil Company has now practically a grip on the oil prospects of the Canadian northwest. Options on hundreds of thousands of acres of oil and mineral lands have been purchased by American agents of some oil company within the last few months.

Dr. Churchell is an enthusiastic advocate of the use of oil as fuel. He has analyzed the oil croppings of western Canada, and finds the quality to be the same as that of the Texas oil. It makes fine fuel for steam engines, and it is prophesied that, within the next few years, trains in Canada will be operated with oil as fuel from one end of the country to the other.

The export of Canadian petroleum, crude and refined, for 1901 amounted to 19,942 gallons, the value being \$2,003. The average price of crude oil on the Petrolea Oil Exchange in the same year was a little over \$1.53 per barrel.

In 1901, Canada imported for home consumption 11,082,822 gallons of petroleum and products thereof, valued at \$982,640.

#### SHIPPING.

Canada stands eighth in ownership of vessel tonnage among the nations of the earth, leading Spain, Sweden, Holland, Denmark, Greece, Japan, Turkey, and other countries. As of yore, Great Britain heads the list, the United States being second, then Germany, Norway, France, Italy, Russia, and Canada. The comparative figures are:

	Total net tonnage.		Total net tonnage.
British, including the colonies .....	10,304,338	Canadian .....	664,483
American .....	2,318,876	Swedish .....	607,862
German .....	2,106,885	Spanish .....	561,668
Norwegian .....	1,393,096	Japanese .....	510,175
French .....	961,259	Dutch .....	451,949
Italian .....	947,079	Danish .....	387,727
Russian .....	850,695	Grecian .....	320,795

These figures are given in the annual shipping report of the marine department, issued recently. The report shows that the total number of vessels remaining on the register books of the Dominion on December 31, 1901, including old and new vessels, sailing vessels, steamers and barges, was 6,792, measuring 664,483 tons register tonnage, being an increase of 57 vessels, and an increase of 4,949 tons register, as compared with 1900. The number of steamers on the registry books on the same date was 2,177, with a gross tonnage of 297,421 tons.

The number of new vessels built and registered in the Dominion of Canada during the last year was 335, measuring 34,481 tons register tonnage.

The province of Nova Scotia leads with a total net tonnage of 214,560 for 1,890 sailing ships and steamers; Ontario is next with 1,635 vessels of 145,227 tons; Quebec has 1,265 vessels of 142,664 tons; New

Brunswick, 915 vessels of 75,293 tons; British Columbia, 676 vessels of 62,102 tons; Prince Edward Island, 180 vessels of 14,729 tons; Manitoba, 130 vessels of 7,445 tons; and the Yukon, 11 vessels of 2,463 tons. Ontario leads in steamers, having 1,076 of 110,400 tons, out of a total for the whole Dominion of 2,177 steamers of a tonnage of 298,421.

Ontario, during the year 1901, added to her list of vessels 62 steamships of 2,265 tons; Quebec added 43 vessels of 7,241.

There is much discussion here relative to a fast line of steamers between Canada and Great Britain. It is proposed to subsidize the line to the extent of several millions of dollars—Canada to pay two-thirds and Great Britain one third of the subsidy.

A regular line of trade steamers between Canada and South Africa has been established. The first steamer laden with Canadian products sailed a week ago.

#### IMMIGRATION.

The immigration into Canada is now greater than at any time since the first settlement of the country. The natural resources of the Dominion and the vast area of productive land which is offered to settlers at a low price have only become known to the outside world within the past few years. The reports of the United States consular service in Canada have called attention to the vast extent of unsettled land, its capabilities for production, its great mineral deposits, its immense forests of valuable timber, its advantages of transportation by water and rail, and its unsurpassed water power, and the results have been a great influx of capital and immigration within the past five years.

In the past, agents have been employed by the government to visit foreign countries for the purpose of inducing people to emigrate to Canada. In most cases, these agents have succeeded in getting only an undesirable class of emigrants, but a change for the better has come.

The department of the interior has completed the tabulation of the immigration figures for the fiscal year ended June 30, last. During that period, the British immigration totaled 17,000; the previous year it was 11,810. Eleven thousand has been for some years the average for British arrivals. The figures since 1897 have been:

1897.....	11, 383	1900.....	10, 360
1898.....	11, 608	1901.....	11, 810
1899.....	10, 623		

Last year, however, the deputy minister of the interior went to the old country and reorganized the Canadian immigration offices. Since then, the returns have been satisfactory. The Boer war constituted a serious obstacle to increased immigration, taking, as it did, many persons from England to South Africa who might have been eligible settlers for Canada, and, moreover, there has been a well-developed idea that as soon as peace was restored, South Africa would be a very promising field for young and energetic men. Settlers from Great Britain have been considered very much more desirable than immigrants from the Continent, and it is evident that Canada is in a fair way to get many more of the former class than she has hitherto attracted.

The total number of immigrants in 1901 was 49,149. The nationalities were:

United States .....	17,987	Scandinavian .....	1,750
English and Welsh .....	9,401	French and Belgian .....	492
Irish .....	933	Hungarians .....	546
Scotch .....	1,476	Austrians .....	228
Galicians .....	4,702	Russians and Finlanders .....	1,726
German .....	984	Other nationalities .....	8,924

To secure this immigration, the government expended \$444,730.

The returns for the fiscal year ended June 30, 1902, show an increase of 18,086 over those of 1901. The figures are:

Nationality.	1901.	1902.
British .....	11,810	17,257
European (Continent) .....	19,552	23,666
United States .....	17,987	26,312
Total .....	49,149	67,235

The American immigrants all go to Manitoba and the Northwest Territories, where they engage in farming and stock growing.

Attention is drawn to the fact that, although the census of 1901 disclosed the presence in Canada of 127,891 persons born in the United States, 66 per cent of this number have become naturalized British subjects.

No undesirable immigrants from abroad can land at any other Canadian port. This is the result of the stringent law put into force on September 8 last, which prohibits foreigners infected with contagious or loathsome diseases from landing in Canada. Already, the Canadian immigrant agent at Quebec has deported 36 immigrants, including Russian Jews and Finlanders, suffering from "trachoma" and "favus." Immigrants formerly were allowed to land on Canadian shores, provided they had a small sum of money. Disease was no hindrance.

In the six months ended June 30, 1902, the Canadian Pacific Railway land department disposed of 984,880 acres of western land for \$3,314,650; in 1901, for the corresponding months, the sales amounted to 236,377 acres, for \$743,717.

The sales of Canadian Pacific Railway lands in June, 1901, were 50,168.03 acres, for \$161,352.28, or an average of \$3.21 per acre. In June, 1902, they were 257,644.58 acres, for \$945,786.39, or an average of \$3.67 per acre.

The Canadian Pacific land sales in July, 1902, were 155,344.93 acres, for \$564,892.52; in July, 1901, 49,089.96 acres, for \$154,646.84.

The following comparative statement shows that the sales of Canadian Pacific Railway lands have more than doubled during the year: August, 1902: Acres sold, 130,723.83; cash receipts, \$473,064.85; average, \$3.62. August, 1901: Acres sold, 50,747.82; cash receipts, \$165,871.16; average, \$3.26. Increases: Acres sold, 79,976.01; cash received, \$37,193.68; average, 36 cents.

The Canada Northwest Land Company, Limited, reports the following sales of farm lands:

Period.	Acres.	Value.
August, 1902.....	21,461.86	\$121,777.20
August, 1901.....	7,128.11	40,510.55
- Increase .....	14,333.75	81,266.65
Jan. 1 to Aug. 31, 1902.....	379,734.38	1,731,909.28
Jan. 1 to Aug. 31, 1901.....	54,877.17	304,545.36
Total.....	324,857.21	1,427,363.92

The homestead entries for July numbered 2,623, or 1,902 more than for the same month last year. For August, the entries were 1,922, or 1,154 in excess of August, 1901. The total increase for the two months, as compared with the same time last year, was 2,856. This is unprecedented in the history of the country. Most of the homesteaders are from the United States.

#### CHINESE.

The revenue from Chinese immigration for the year ended June 30, 1902, amounted to \$664,972, as compared with \$178,704 during the previous year. The poll tax last year was increased from \$50 to \$100. The number who paid the tax was 3,525, compared with 2,518 in 1901.

According to the census of 1891, there were in Canada 17,299 Chinese, 14,869 of whom are in British Columbia. In the year ended June 30, 1901, the Chinese immigrants arriving in Canada numbered 2,544; of that number 420 were exempt from head tax, while 2,518 paid a fee of \$100 each. Many of the Chinese have been naturalized as Canadian citizens.

#### PULP.

It is said that the present year will show a very large falling off in the amount of pulp manufactured in Canada. In fact, so great has been this decrease that nearly all the large companies have decided to discontinue manufacturing pulp and to install paper-making machinery.

In an interview a few days ago, a leading pulp manufacturer said:

The reason for this falling off may be found in the fact that during the present year the rivers of the United States, Norway, and Sweden, owing to heavy rains, have been very high, which has allowed all the pulp mills of those countries to be kept in operation. Canada last year had a very large output and export trade, as manufacturers of the United States, on account of the light rainfall, found it impossible to run their mills and were obliged to come here for their pulp. The same conditions existed in Norway and Sweden, and England, which had been in the habit of getting most of her pulp in those countries, was also compelled to turn to Canada.

Of course, we are still sending a good deal of pulp to England and are also disposing of a considerable amount in the United States, but nothing like the quantity we shipped last year. As the pulp trade is bound to continue to be irregular and unreliable, the different Canadian companies have come to the conclusion that it would be much wiser and more profitable to engage in the manufacture of paper. This step, however, will not in any way affect the actual amount of business that will be done by the Canadian companies, for there has never been a time when the outlook for the pulp and paper business in Canada was better than at the present.

The pulp mills of Canada actually in operation have a capacity of 382,000 tons a year, of which 204,000 is mechanical pulp, 17,750 soda

pulp, and 160,000 sulphite. Their output last year was 264,600 tons, or about 70 per cent of their capacity, 84,500 tons being sulphite, 10,740 tons soda, and the remainder mechanical pulp. The export of wood pulp in the calendar year 1901 was valued at \$2,002,120, of which \$982,142 worth was shipped to Great Britain, \$968,007 to the United States, and \$51,972 to other countries.

The Canadian manufacturers of pulp are demanding from the Dominion government a high export duty on pulp wood. If granted, it will force American manufacturers of pulp and paper to establish mills on this side the line.

#### TELEGRAPH LINES.

Government ownership of telegraph lines in Canada does not yet seem to be a profitable investment. The following table shows the expenditure on and the revenue derived from government lines in 1901:

Lines.	Expenditure.	Revenue.
<b>Lower St. Lawrence and Maritime Provinces:</b>		
Anticosti Island lines.....	\$2,260	\$769
Bay of Fundy line.....	1,676	772
Cape Ray line.....	250	.....
Cape Sable line.....	83	.....
Cheticamp line.....	788	1,378
Ecuminac line.....	463	168
Low Point Agency.....	50	.....
Magdalen Island lines.....	2,638	766
Meat Cove line (including St. Paul's Island).....	2,469	525
North shore St. Lawrence (east of Bersimis).....	5,785	1,842
North shore St. Lawrence (west of Bersimis).....	3,725	1,194
Quarantine.....	731	.....
Cable ship Newfoundland, renewals of plant, etc.	1,175	.....
Subsidies, stationery, line and office material, and contingencies, chargeable to appropriations for gulf lines.....	10,214	.....
Ontario, Pelée Island line.....	596	148
Northwest telegraph lines.....	16,461	2,672
British Columbia, Comox (including Alberni line).....	3,969	2,844
Alberni-Cape Beale.....	1,181	10
Kamloops-Nicola.....	1,069	453
Golden-Windermere line.....	6	.....
Barkerville line.....	2,644	.....
Victoria-Cape Beale line.....	8,441	.....
Yukon, Bennett-Dawson and Atlin.....	111,932	106,272
Telegraph service generally.....	2,355	.....
<b>Total.....</b>	<b>175,896</b>	<b>122,361</b>

\*The Canadian Pacific Railway Company, which operates these lines, retains the revenue derived therefrom. Any excess of expenditure over revenue is reimbursed by the government.

The signal service messages, meteorological service messages and reports, and the fisheries bulletins are handled free of tolls.

The telegraph business of Canada from Quebec westward is in the hands of the Great Northwestern Telegraph Company and the Canadian Pacific Railway Company, while that of the Maritime Provinces is transacted by the Western Union Telegraph Company.

#### TELEPHONES.

There are at present 55 telephone companies in Canada, of which 44 are in operation, 25 being in Quebec, 7 in Ontario, 6 in Nova Scotia, 5 in New Brunswick, 8 in British Columbia, 2 in the Northwest Territories, and 1 in Prince Edward Island. The mileage of the Bell Telephone Company is 94,314 miles. This company operates in Quebec, Ontario, Manitoba, and the Northwest Territories. The total telephone mileage for the Dominion is 113,294 miles.



The Bell Telephone Company of Montreal recently obtained from the Dominion parliament an act which declares that, upon application, the company shall, with all reasonable dispatch, furnish telephones of the latest improved design then in use by the company, provided that the instrument be not situated farther than 200 feet from a highway, street, or lane upon which the company has constructed, or may hereafter construct, a main or branch service. The rates for telephones service may, upon application, be increased or diminished by order of the governor in council, and the rates so ordered shall remain until again similarly adjusted.

The Bell Telephone Company began business here in 1880, with a capital stock of \$500,000, which has since been increased to \$5,000,000. It owns and operates 343 exchanges and 514 agencies, and possesses 42,858 sets of instruments. The long-distance lines now owned and operated by the company comprise 24,193 miles of wire on 6,634 miles of poles. Long-distance lines are constantly being extended.

The stock of the company is worth \$170 per share.

#### LIVE STOCK.

Canada exported during the fiscal year ended June 30 last live animals valued in the aggregate at \$13,739,113. Of these, \$10,704,875 worth went to Great Britain, \$2,168,349 worth to the United States, and \$865,889 worth to other countries. The last financial year was a record breaker in regard to exports of live animals. In 1868, exports under this head were valued at \$2,010,595; in 1900, \$12,201,595, and in 1901, \$11,693,922. Last year's figures are \$1,537,518 ahead of the best year ever previously experienced. The export of horned cattle reached its highest value last year, being \$10,633,819, or \$1,599,257 in excess of 1901. Great Britain was the market for \$9,742,738 worth of Canadian cattle. This is a record, the nearest approach to these figures being in 1891, when cattle valued at \$8,425,396 went over the sea.

#### HORSES.

Lieutenant-Colonel Dent, the head of the British army remount commission, who has been in Canada for the past fifteen months, has furnished figures of interest to horse breeders. He says:

From April 1, 1901, to July, 1902, the purchase of horses, their keep, railway freight, and other expenses, has amounted to \$1,618,066. The approximate number of horses purchased in the various provinces was as follows:

Ontario.....	7, 715
Quebec.....	2, 225
Maritime Provinces .....	115
Northwest Territories.....	886
Total .....	10, 941

Of these, 10,717 were shipped to Africa, and the remaining 224 were either sold or died before being shipped. In addition to the above purchased in Canada, we obtained 2,664 horses in the United States, which were shipped to Toronto by the imperial remount commission in the United States. Of these, 1,608 were shipped to England, 32 died while in Canada, and the remainder were sold by auction at Toronto and Montreal by order of the war office.

Lieutenant-Colonel Dent adds that "in future, 500 horses will be bought annually in Canada."

The exports of horses seem to fluctuate considerably. Last year, the

total was \$1,457,173, or \$548,000 more than that for the previous year. Of this number, \$434,755 worth went to Great Britain, \$345,448 worth to the United States, and \$676,970 worth to South Africa.

## SHEEP.

The total exports of Canadian sheep amounted to \$1,483,526, a falling off of \$142,176 compared with the previous year. The reduction was mainly in the number sent to the United States. To the former was shipped \$908,892, as against \$1,158,069 in 1901. Great Britain received from Canada \$525,336 worth of sheep, or \$90,000 more than for the year previous.

## CATTLE.

The shipments of cattle from the port of Montreal will show a decrease at the end of the present season. A gentleman who is well versed in the cattle trade stated that the decline from last year's exportations would be fully 3,900 head.

In 1901, there were 57,754 head shipped, and when the last ship sails this year there will have been about 53,348 head exported. The reason given for this decrease is that many hundred head are sent via Portland and Boston. Then, again, there are large numbers bought by United States dealers and shipped to New York from western points.

## THE YUKON TRADE.

A very interesting report by the Canadian trade commissioner to the Yukon, on the commercial opportunities of that country, has just been submitted to the minister of commerce. After giving an account of the improved means of transportation in and out of the Yukon, the commissioner shows the proportion of the imports coming from Canadian and from American firms. He shows that the Canadian trade is now 70 per cent, contrasted with 10 per cent in 1898.

Last year, the figures were \$3,721,593 for Canadian and \$1,846,919 for foreign wares. Since the opening up of the Yukon, the trade has been divided as follows:

Year.	Canadian.	Foreign.
	Per cent.	Per cent.
1898 .....	10	90
1899 .....	15	85
1900 .....	25	75
1901 .....	67	33
1902 .....	70	30

The calculation for 1902 is made merely on the months of July and August of this fiscal year, but it shows the way in which the business is passing out of the hands of Americans and into domestic channels. The commissioner says:

The business of Dawson is undergoing a change and it is becoming more of a wholesale or distributing center. Stores are being established on the creeks in the neighborhood of the mining operations, and miners will hereafter purchase a large share of their supplies nearer their work. This will lessen the retail trade of the city and a number now in business will find it difficult to continue.

Dealing with the various commodities, the commissioner notes the sales of belting, blankets, biscuits, carpets, cattle, sheep, hogs, candles, evaporated cream, chemicals and drugs, crockery, dry goods, explo-

sives, flour, furniture, fur garments and robes, canned fruits, granite ware, horses, hardware, bar iron, lumber, liquors and wines, musical instruments, condensed milk, paper, salt, stoves and cooking ranges, sirup, canned salmon, sluice forks, saddlery and harness, canned vegetables. In butter, boots and shoes, boilers, clothing, doors and sashes, electrical appliances, eggs, engines, dried fruits, felt boots and shoes, hats, hay, iron piping, meats, oats, oils, potatoes, pumps, rope, rubber boots, road scrapers, sugar, salted and smoked meats, miners' shovels, soap, tobacco, underwear, vinegar, and wagons, there is a chance for our people to do a much larger trade than at present.

The commissioner shows the decline in retail prices of commodities, and gives the gold production since 1897 as seventy-eight millions. He thinks an assay office should be established at Dawson. He says:

The number of men engaged in mining is given as 8,065, with many prospectors not reckoned. Though the gold production has fallen off in the last two years, there is no doubt but with improved methods in mining operations, now being rapidly introduced, the next few years will prove more fruitful. Practical miners have every confidence in the district, and from the number of claims daily recorded there must be a large area unprospected and undeveloped. The question of quartz mining, which would give permanency to the camp, is still in the balance.

The agricultural possibilities, I believe, are unbounded, and there are millions of acres in this great region susceptible of cultivation.

There has been universal complaint about excessive freight rates over the White Pass Railway system. If, as stated, the large buyers can get better rates, the smaller dealers will soon be put out of business, or be compelled to buy from the large trader. What is wanted is an equitable rate to all, and this I believe would be satisfactory to the merchants of Dawson. Reduced transportation rates are absolutely necessary to the welfare of the business community. It is only fair to mention that the earnings are largely earned during the four and a half months of navigation, and the total tonnage is comparatively small.

As to methods of getting business, the commissioner says the larger dealers send out their own buyers, but a good machinery salesman in the Yukon could secure remunerative orders.

The commissioner also pays some attention to the Atlin country, speaks of the satisfactory conditions there, and notes the same trade openings as in the Yukon.

#### CRIMINAL STATISTICS.

Criminal statistics for the year ended September 30, 1901, have been issued by the Dominion statistician. The number of charges in 1901 for indictable offenses was 128 less than in 1900, being 8,291 and 8,419, respectively. The latter number is an increase of 240 over the record for 1899. The convictions in 1901 numbered 5,638, or 130 less than in 1900. In the latter year, the convictions were 55 more than in 1899. The percentage of convictions to charges was, in 1901, 68 per cent; 1900, 68.51 per cent; 1899, 69.92 per cent. The following are the convictions, by provinces:

	1900.	1901.		1900.	1901.
Ontario.....	2,769	2,769	<i>Number of convictions per 10,000 inhabitants.</i>		
Quebec.....	1,487	1,490			
British Columbia.....	489	457	Ontario.....	12.72	12.68
Nova Scotia.....	325	320	Quebec.....	9.11	9.64
Manitoba.....	269	202	Nova Scotia.....	7.08	7.16
Territories.....	170	207	New Brunswick.....	4.15	8.38
New Brunswick.....	137	127	Prince Edward Island.....	2.60	1.64
Yukon.....	95	40	Manitoba.....	11.15	7.32
Prince Edward Island.....	27	17	British Columbia.....	29.41	25.57
Canada.....	5,768	5,638	Territories.....	11.66	13.02
			The Yukon.....	35.18	14.60

This table shows, first, that there has been a decrease in Canada as a whole in the number of convictions compared with the population; and, second, that this is due to the decreased ratio of crime to population in Prince Edward Island, New Brunswick, Manitoba, Ontario, the Yukon, and British Columbia. The Territories, on the other hand, show a considerably increased ratio, and Nova Scotia and Quebec a small increase. The decrease in the Yukon is very marked, and demonstrates that the reign of law there is fairly well established.

#### CANADIAN MANUFACTURERS' ASSOCIATION.

This organization is composed of over 1,000 members from all parts of the Dominion of Canada. The manufacturing industries of the country are rapidly increasing and are generally prosperous. The men managing them are intelligent and enterprising. They have established commercial agents in all the countries of Europe, in Asia, Africa, South America, Australia, and in the West Indies. They are demanding an increase of the tariff against all imports from the United States, except those that will benefit themselves. A preferential tariff of 33½ per cent has been made for Great Britain. The manufacturers are urging that reciprocity treaties be made with other nations, except the United States.

#### TRADE WITH SOUTH AFRICA.

The department of agriculture has been advised by Lord Strathcona, Canadian high commissioner in London, that the Crown agents for the colonies have ordered from the Massey-Harris Manufacturing Company, of Toronto, 2,000 zig-zag harrows for use in South Africa. This order is worth at least \$40,000 or \$50,000. The department of agriculture has been asked to have them properly inspected before shipment. This is the first order for Canadian farming machinery from South Africa, and will, it is expected, be followed by others.

An order in council has just been passed providing that bleached palm oil and shea butter be placed on the free list when used for manufacturing purposes in Canada. These materials are products of South Africa, and are used in the manufacture of soap.

Africa is reciprocating in the matter of trade investigation. Canada has sent several gentlemen to learn what products the Dark Continent wants, and now Mr. Frank Lawrence, special commissioner of the Anglo-African Argus and Gold Coast Globe, is in Montreal, having come to inquire into the prospects of Afro-Canadian trade, and learn the programme and methods of Canadian shippers, with a view of recommending Canadian produce in the South African market. Mr. Lawrence will visit the principal seats of industry in Canada.

JOHN L. BITTINGER,  
*Consul-General.*

MONTREAL, *September 30, 1902.*

## REPORT FROM CONSULATE-GENERAL AT OTTAWA.

## TRADE OF THE PORT.

Some of the principal dutiable goods imported from the United States to the port of Ottawa, during the fiscal year ended June 30, 1902, were the following:

Articles.	Value.	Articles.	Value.
Horses	\$9,293	Horseshoes	\$10,694
Belts and trusses	1,027	Mowing machines	35,715
Belts	1,286	Reapers	2,700
Books	10,399	Agricultural implements	2,228
Books, papers, novels, etc	1,438	Parts of agricultural implements	30,100
Bank notes, etc	4,240	Springs, axles, etc	24,833
Posters, etc	1,215	Chains	5,418
Advertising pamphlets	1,353	Locomotives	25,400
Photos, chromos, etc	8,931	Hardware	13,728
Breadstuffs	7,910	Iron, in pigs	54,405
Brushes	1,289	Locks, all kinds	8,615
Railway cars	98,019	Portable machines	7,075
Wheelbarrows and trucks	3,568	Sewing machines	7,372
Bicycles	4,268	Typewriting machines	2,941
Portland cement	37,871	Mold boards	12,881
Clocks	1,995	Pumps	4,150
Coal, bituminous	147,744	Rolled iron and steel hoop bands	14,327
Coal dust	2,644	Stoves, and parts of	7,713
Coffee	8,499	Enameled iron and steel ware	10,993
Cordage	1,559	Wire, covered	8,511
Corsets	3,394	Firearms	5,255
Shirts	1,169	Steel bars, etc	20,577
Cotton clothing	1,974	Jewelry	5,563
Medicines, dry	1,563	Boots and shoes	32,081
Bath, etc., earthenware	1,506	Harnesses	4,465
Earthenware tiles	1,625	Marble	3,564
Electric-light carbon (over 6 inches in circumference)	3,316	Gas and electric light fixtures	5,899
Electric apparatus	33,208	Lamps, etc	5,935
Electric motors	85,872	Nickel-plated ware	2,574
Flowers, artificial	1,287	Mineral waters	2,400
Toys, dolls, etc	2,255	Planofortes	4,229
Fiber ware	3,025	Coal oil	81,477
Oysters	3,157	Optical and photo instruments	2,128
Prunes	5,172	Wall paper	8,272
Strawberries	7,908	Paper, all kinds	16,325
Cranberries	2,499	Lead pencils	2,642
Oranges	21,894	Pens and penholders	1,332
Peaches	2,822	Photo frames	1,485
Furniture	17,526	Engravers' plates	3,217
Fur skins	2,954	Pocketbooks, etc	1,451
Glass bottles	2,962	Printing presses	16,044
Glass, tableware	6,502	Bacon and hams	2,433
Lamp chimneys, globes, etc	1,642	Pork, in barrels	152,131
Electroplated ware	4,139	Starch	1,281
Cartridges	2,511	Stone	4,601
Hats, etc.		Grindstones	2,481
Beaver, felt, etc	7,206	Sugar	22,358
Straw	6,438	Confectionery	2,643
Ink, printing	2,522	Wood, manufactures of	6,711
Harvesters	28,675	Wool fabrics	8,805
		Wool clothing	6,147

The total imports from all countries at the port of Ottawa for the fiscal year ended June 30, 1902, were \$4,272,258, as against \$3,356,791 for the fiscal year 1901. The duty collected for the fiscal year ended June 30, 1902, was \$716,909.65, as against \$592,445.01 for the fiscal year 1901. The exports from Ottawa to all countries for the fiscal years ended June 30, 1901 and 1902, were \$464,587 and \$332,857, respectively.

## DOMINION COMMERCE.

The imports from the United States into the Dominion of Canada for the fiscal year ended June 30, 1902, were, dutiable, \$68,922,500;

free, \$60,879,347; or a total of \$129,801,847. This total, compared with the total for the fiscal year ended June 30, 1901, shows an increase of \$10,495,072.

The value of the exports from the Dominion of Canada to the United States, including bullion, for the fiscal year ended June 30, 1901, was \$72,382,230; for last year it was \$71,197,684, or a falling off of \$1,184,546.

As Canada exported to the United States during the fiscal year ended June 30, 1902, only \$71,197,684 worth of her products, and received therefrom \$129,801,847 worth, it will be seen that there is a balance in favor of the United States of \$58,604,163.

The grand total of imports from all countries into the Dominion of Canada for the fiscal years 1902 and 1901 were:

Class.	1902.	1901.
Dutiable .....	\$127,955,281	\$115,574,658
Free .....	84,314,877	74,840,867
Total .....	212,270,158	190,415,525

A comparison of these figures shows that Canada bought from all countries, in 1902, \$21,854,633 more than in 1901.

The grand totals of exports from the Dominion of Canada to all countries during the years 1901 and 1902 were: 1901, \$196,487,632; 1902, \$211,640,286. These figures show that Canada sold to the rest of the world \$15,152,654 worth more than in 1901.

Canada purchased from the United States last year merchandise to the value of \$129,801,847. During the same period, her purchases from all other countries amounted to \$82,468,311 worth, or a difference in favor of the United States of \$47,333,536.

The above figures were furnished by the department of trade and navigation.

The following abstract shows the value of goods imported from all countries and entered for consumption in the Dominion of Canada for the fiscal year 1902:

Country.	Total dutiable.	Total free.
British Empire:		
Great Britain.....	\$35,062,564	\$14,143,498
Aden .....		3,438
Australia .....	39,960	112,923
British Africa.....	1	15,806
British East Indies.....	433,596	1,185,787
British West Indies.....	1,882,018	229,096
British Guiana.....	139,341	86
British Honduras.....		1,116
Hongkong.....	10,664	5,506
Malta .....	1,142	
Newfoundland.....	34,135	1,083,265
New Zealand.....	142	4,038
Total, British Empire.....	37,103,563	16,784,558
Arabia .....	5	13,127
Argentina.....	500	448,123
Austria-Hungary.....	230,896	9,717
Azores .....	2	
Belgium.....	1,436,842	274,757
Brazil.....	451	466,158
Cape de Verde.....	125	1,639
Chile.....		13,494

Class.	Total duti- able.	Total free.
Central American States.....		\$26, 100
China.....	\$296, 406	192, 705
Cuba.....	2, 401, 982	32, 904
Denmark.....	1, 206	7, 746
Danish West Indies.....	3, 617	
Dutch East Indies.....	419, 209	7, 351
Egypt.....	14, 429	26
France.....	5, 546, 876	1, 125, 318
French Africa.....	156	169, 129
French West Indies.....	174	
Germany.....	9, 078, 402	1, 744, 767
Greece.....	218, 718	30
Haiti.....		2, 192
Hawaii.....		15, 292
Holland.....	513, 279	362, 536
Iceland.....		489
Italy.....	548, 861	177, 891
Japan.....	581, 280	964, 536
Madeira.....	252	
Mexico.....	29, 156	83, 022
Norway and Sweden.....	56, 078	4, 400
Persia.....	4, 296	
Peru.....	285, 314	
Philippines.....	9, 882	124
Porto Rico.....	282, 289	613
Portugal.....	111, 333	19, 046
Russia.....	29, 909	75, 576
St. Pierre.....	1, 427	1, 590
Spain.....	620, 965	73, 965
Switzerland.....	747, 989	18, 021
Turkey.....	162, 960	29, 788
United States.....	60, 181, 806	60, 632, 942
Uruguay.....		292, 804
Venezuela.....		62, 823
Total other countries.....	81, 558, 983	67, 349, 541
Grand total.....	118, 657, 496	84, 184, 099

The duty collected on the imports entered for consumption in the Dominion of Canada amounted to \$32,423,862. Included in the \$84,134,099, the total of free goods, is coin and bullion to the amount of \$6,311,405.

The following is the value of butter, cheese, eggs, bacon, ham, and pork exported from Canada to Great Britain and the United States for the year ended June 30, 1902:

Article.	To Great Britain.	To United States.
Butter.....	\$5, 459, 300	\$41, 149
Cheese.....	19, 620, 239	12, 039
Eggs.....	1, 691, 024	35, 764
Bacon.....	12, 119, 342	42, 047
Ham.....	237, 306	2, 806
Pork.....	8, 503	664

#### BANKS.

At the close of the fiscal year, the balance to the credit of the depositors in the post-office and Government savings banks amounted to \$56,048,957.06, an increase of \$2,899,234.66 over the balance held on June 30, 1900. Part of this increase, \$1,589,761.05, represents interest added to the various accounts, and the remainder, \$1,309,473.61, the excess of receipts over withdrawals.

Dominion notes to the amount of \$27,671,452.05 were outstanding on June 30, 1901, as against \$26,094,923.52 on June 30 of the previous year, or an increase of \$1,576,528.53.

The enlarging volume of business of the Dominion is doubtless the principal cause of this expansion in the circulation, but a part of it is apparently attributable to the fact that the chartered banks are approaching the limit of circulation allowed by the bank act, and are using Dominion issues where ordinarily their own notes would be employed.

During the past seven years, there has been a very pronounced advance in the amount of the notes of chartered banks in circulation, as shown by the bank returns. On October 31, 1894, it was \$34,516,657, and at the close of the same month of the current year, \$57,954,779, or an increase of 67 per cent. As the combined paid-up capital of the banks, according to the October returns, is \$67,574,410, it will be seen how closely the circulation is approximating the limit. The margin between paid-up capital and circulation, it may be added, is confined to comparatively few of the banks.

## FINANCE.

The net debt of the Dominion at the close of the fiscal year was \$268,480,003.69, or an increase of \$2,986,196.80 over the previous twelve months. Details of the debt are:

Capital expenditure on railways and public works, including the Canadian Pacific Railway.....	\$7,290,542.65
Capital expenditure on Dominion lands.....	269,060.90
Capital expenditure on militia.....	135,884.79
Railway subsidies.....	2,512,328.86
South Africa contingent and Halifax garrison.....	908,681.42
	<hr/> 11,116,498.62
Less—	
Surplus.....	\$5,648,333.29
Sinking funds.....	2,480,336.90
Refunds on account of Northwest Territories rebellion.....	1,631.63
	<hr/> 8,130,301.82
Total.....	2,986,196.80

The average rate of interest paid on the gross debt for the year was \$3.12, as compared with \$3.09 in 1901. The net rate of interest paid remained at \$2.60.

## MERCHANT MARINE.

The number and tonnage of sailing ships and steamers built in the Dominion of Canada in the year ended December 31, 1901, were:

Province.	Number.	Net tonnage.
New Brunswick.....	25	1,141
Nova Scotia.....	133	14,660
Quebec.....	43	7,421
Ontario.....	62	2,065
Prince Edward Island.....	6	589
British Columbia.....	62	7,728
Manitoba.....	8	112
Yukon district.....	1	165
Total.....	336	34,481

The above, as compared with the previous year, shows an increase of 38 vessels and 12,155 tons.



The following is a comparative statement showing the number of vessels and the number of tons on the registry books of the Dominion of Canada for the year ended December 31, 1901:

Province.	Vessels.	Tons.
New Brunswick.....	915	75,298
Nova Scotia.....	1,980	214,560
Quebec.....	1,265	142,664
Ontario.....	1,635	145,227
Prince Edward Island.....	180	14,729
British Columbia.....	676	62,102
Manitoba.....	130	7,445
Yukon District.....	11	2,463
Total.....	6,792	664,483

#### LIGHT-HOUSE SERVICE.

The total number of light stations, light-ships, and fog-alarm stations in the Dominion on June 30, 1900, was 705, as follows: Lights shown, 886; number of steam whistles, fog horns, bells, and guns, 90; number of light keepers, engineers of fog alarms, and masters of light-ships, 708.

During the past fiscal year the expenditure for maintenance of lights and coast service amounted to \$505,436.08; construction, \$73,376.08; total for maintenance and construction, \$578,812.72. For the previous year the expenditure for light-house and coast service, including construction, was \$516,494.40. A comparison of these figures shows an increase of expenditure for the year ending June 30, 1902, of \$62,318.32.

The appropriation for this service was \$713,310, and the expenditure \$134,497.28 less than the appropriation.

#### BUOYS AND BEACONS.

The extended coast line of Canada, with its numerous bays, inlets, rivers, lakes, harbors, and other navigable waters, requires a large number of buoys, which are maintained at an average cost of \$55,000 per annum.

The department has been, for some time past, substituting steel coast buoys for wooden buoys, with favorable results. The districts in all parts of the Dominion buoyed number about 330, for which purpose 3,150 buoys are employed.

In addition to the buoys for marking dangers, there are eleven gas buoys below Quebec, and one spare buoy; also gas works, supply tank, etc. Two gas buoys are maintained in Pelee Passage, Lake Erie, and three in Parry Sound, Ontario. All these assist vessels at night by their light.

#### FISHERIES.

I give below some information from the fisheries branch of the department of marine and fisheries for the fiscal year ended June 30, 1901 (latest published):

#### EXPENDITURE AND REVENUE.

The total expenditure for the different fishery services during the last fiscal year amounted to \$491,569, which comprises: Fisheries proper,

\$111,760; fish-culture, \$68,961; fisheries protection service, \$124,211; miscellaneous expenses, \$27,833, and \$158,802 distributed as fishing bounties.

The total sum received during the same period as revenue from fishery licenses, fines, etc., in the different provinces, is given at \$88,145, including the *modus vivendi* licenses granted to the United States fishing vessels (\$98,178).

## FISHING BOUNTIES.

For the season of 1901, the sum of \$158,802 was paid as fishing bounties to the deep-sea fishermen of the maritime provinces. Of this amount, \$68,721 was divided among the crews of 802 fishing schooners and the remainder among 22,031 boat fishermen.

For the last year, Nova Scotia received about two-thirds of the bounty fund, amounting to \$101,448; Quebec, \$33,203; New Brunswick, \$13,562, and Prince Edward Island, \$10,589.

The distribution of bounties to the deep-sea fishermen of the maritime provinces during the last nineteen years would aggregate over \$3,000,000.

## EXTENT OF COAST.

The fisheries of Canada, the most extensive in the world, include an immense seacoast line, besides innumerable lakes and rivers. The eastern seacoast of the maritime provinces from Bay of Fundy to the Straits of Belle Isle exceeds 5,600 miles in length, while the coast of British Columbia is given at 7,180 miles, or more than double that of Great Britain and Ireland.

The inshore salt-water area, not including minor indentations, covers more than 1,500 square miles, while the fresh-water area of the part of the Great Lakes within Canada is reckoned at 72,700 square miles, not counting the numerous lakes of Manitoba and the Northwest Territories, all stocked with excellent food fishes.

## MEN AND VESSELS EMPLOYED.

Over 80,000 men were engaged during the season of 1901 in the Canadian fishing industry, using boats, nets, and other implements, aggregating a value of \$10,990,125. About 1,200 schooners, manned by over 9,200 sailors, besides 71,859 other fishermen, using 38,930 boats and 6,295,000 fathoms of nets, found employment in this vast industry.

The lobster plant alone is valued at \$1,419,100, and comprises 919 canneries along the seaboard of the maritime provinces. No less than 18,200 persons were engaged in this industry.

The salmon canning industry of British Columbia, comprising 71 establishments, valued at \$1,420,000 in 1900, gave employment to 19,787 persons.

## SEALING.

The sealing fleet during 1901 aggregated 39 vessels, representing 2,791 tons register. The crews comprised 443 white men and 465 Indians, employing 139 boats and 226 canoes.

The catch is divided as follows:

North American coast (including Indians).....	8,533
Japan coast.....	2,130
Vicinity of Russian Islands.....	3,397
Bering Sea.....	10,362
Total.....	24,422

The quality of the skins secured was generally good, and they were sold to advantage at the annual sale in London, the amount realized being about \$350,000.

It is noticeable that sealers are again exploiting the waters off the Japanese coast and in the vicinity of the Russian seal islands, where for several years the fishery had been practically abandoned.

#### VALUE OF THE FISHERIES.

The total value of the catch for the year was \$21,557,639, a decrease of \$334,067 as compared with the yield of the previous year. This amount, which has only been exceeded in 1899 and 1897, is over \$1,000,000 above the average of the last ten years, and is subdivided by provinces, as follows:

Province.	Value of fish.	Increase.	Decrease.
Nova Scotia .....	\$7,809,152	\$461,548	.....
British Columbia .....	4,878,820	.....	\$335,254
New Brunswick .....	3,769,742	.....	850,149
Quebec .....	1,938,279	96,144	.....
Ontario .....	1,838,294	.....	257,153
Prince Edward Island .....	1,056,193	15,548	.....
Manitoba and Northwest Territory .....	718,159	95,248	.....

The figures given above do not comprise the large quantities of fish consumed by the Indian population of British Columbia and the remote parts of the Northwest Territories, where fish forms the staple food.

The following statement shows the value of the principal kinds of commercial fishes (above \$100,000) as compared with the previous year:

Kinds of fish.	Value.	Increase.	Decrease.
Salmon .....	\$3,893,217	.....	\$640,808
Cod .....	3,614,775	.....	140,198
Lobsters .....	3,055,350	\$183,298	.....
Herring .....	1,853,237	.....	310,813
Mackerel .....	1,549,448	747,754	.....
Whitefish .....	705,323	52,161	.....
Trout .....	657,248	.....	217,282
Haddock .....	608,067	.....	78,544
Hake .....	520,504	.....	75,302
Smelts .....	475,004	33,341	.....
Halibut .....	405,983	130,753	.....
Sardines .....	308,021	.....	201,249
Pickarel .....	243,749	.....	30,945
Pollock .....	216,250	.....	26,836
Sturgeon .....	205,662	67,972	.....
Oysters .....	167,680	5,628	.....
Alewives .....	162,014	26,706	.....
Eels .....	125,454	15,874	.....
Tom cod .....	124,538	1,406	.....

Fish used as bait was valued at \$396,487; fish oil, at \$208,778, while the fur-seal skins of British Columbia realized \$562,845.

The lobster industry not only holds its own, but shows an increased value of nearly \$200,000. This improvement can not be ascribed to the packing industry, which remained stationary, but to the steady growth of the live-lobster trade with United States markets, chiefly from the western counties of Nova Scotia.

The halibut fishery is still progressing satisfactorily, especially in the Pacific waters, where the yield was valued \$130,000 more than that of the previous year.

Of the fresh-water species, whitefish and trout are the principal kinds. While the former shows an increase in value of \$50,000, the latter has fallen off by over \$200,000.

From the year 1869 to 1900, inclusive, the five principal commercial fishes have yielded the following enormous values:

Cod .....	\$121, 137, 901
Salmon .....	62, 996, 388
Herring .....	62, 518, 153
Lobsters .....	62, 265, 477
Mackerel .....	41, 232, 875

During the last fiscal year the value of the fish, including fish oil and marine animals, exported from Canada to foreign countries was \$10,720,352.

#### UNITED STATES FISHING VESSELS.

During the fiscal year ended June 30, 1901, there were 82 United States fishing vessels to which licenses were issued by the Canadian government. The amount of fees received was \$9,445.50. The total number of United States fishing vessels entering at Canadian ports from October 31, 1900, to October 31, 1901, was 990. The total tonnage of the vessels was 17,790, and the number of men employed, 4,165.

#### RAILWAYS.

The act requiring from street railway and tramway companies the same statistics as are furnished by ordinary railway companies was not passed until July 18, 1900; consequently, the fiscal year 1900-1901 is the first time in which the operation of these lines constitutes a definite feature of railway statistics.

In view of the rapid development in the use of electricity as applied to traction, both city and suburban, it is impossible to say how the classification of railways for statistical purposes will be handled in the future. In the present report, the statistics of steam railways form one set of statements, while those lines that are operated by electricity constitute another.

In the last annual report, however, returns which had been received from 13 lines operated by electricity (none of them being street railways proper), were included with the steam roads, but in the present report, these lines are placed with the other electric systems.

For purposes of comparison between the two years, the financial and traffic figures relating to these 13 electric roads have been deducted in the comparative statements relating to steam railways.

#### STEAM RAILWAYS.

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island railways, on June 30, 1901, was 163; some of these roads, however, have since been consolidated or leased, and now the total number of controlling companies is 80, not including the government railways. The number of companies absorbed by amalgamation was 36, and the number of lines leased was 34.

At the close of the fiscal year, the number of miles of completed railway was 18,294, an increase of 658 miles, besides 2,710 miles of

sidings. The number of miles laid with steel rails was 18,184, of which 634 miles were double track. The number of miles in operation was 18,140.

The paid-up capital amounted to \$1,042,785,539, an increase of \$51,598,893. The gross earnings amounted to \$72,898,749, an increase of \$2,694,396, and the working expenses aggregated \$50,368,726, an increase of \$2,987,037, compared with those of the previous year, leaving the net earnings \$22,530,023, a decrease of \$293,642. The number of passengers carried was 18,385,722, an increase of 1,281,379, while the freight traffic amounted to 36,999,371 tons, an increase of 1,286,149 tons. The total number of miles run by the trains was 53,349,394, an increase of 727,870. The accident returns show 16 passengers killed.

#### ELECTRIC RAILWAYS (INCLUDING STREET RAILWAYS AND TRAMWAYS).

At the close of the fiscal year ended June 30, 1901, there were 675 miles of electric railway completed, of which 670 miles were laid with steel rails, 158 miles being double track. The paid-up capital amounted to \$39,076,019, of which municipal aid amounted to \$173,000 (including \$100,000 subscription of shares and \$40,000 loan). The number of miles in operation was 672. The gross earnings aggregated \$5,768,283 and the working expenses \$3,435,163, leaving the net earnings \$2,333,120. The number of passengers carried was 120,934,656, while the freight carried amounted to 287,926 tons. The car mileage was 31,750,754 miles. Three passengers were killed. Power was supplied in 11 cases by water and in 30 cases by steam. Ontario has 386 miles, Quebec 197, New Brunswick 12, Nova Scotia 10, Manitoba 18, and British Columbia 51 miles. Returns were received from 40 companies.

The city street railways carried passengers as follows: Montreal, 45,833,652; Toronto, 37,620,583; Ottawa, 7,469,304; Quebec, 3,715,675; Hamilton, 3,693,677; Winnipeg, 3,196,489; Halifax, 2,968,811; St. John, 1,710,223, and Vancouver, Victoria, and New Westminster (operated by one company and returns consolidated), 5,336,310.

#### ALL RAILWAYS.

At the close of the fiscal year ended June 30, 1901, the conjoined statistics of steam and electric roads (including street railways) show the following results: The number of companies making returns was 120; there were 18,969 miles of railway completed, 18,812 miles being in operation; the paid-up capital amounted to \$1,081,861,558; the gross earnings were \$78,667,032, and the total working expenses \$53,803,889, making the net earnings \$24,863,143; 139,320,378 passengers and 37,287,297 tons of freight were carried; 19 passengers were killed.

#### GOVERNMENT RAILWAYS AND AID TO RAILWAYS.

The railways operated by the government are: The Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island railways.

The gross earnings of all government roads for the fiscal year 1900-1901 amounted to \$5,213,381.24, which, compared with those of the preceding year, show an increase of \$439,219.37. The gross working expenses amounted to \$5,739,051.54, an increase of \$1,073,823.48.

The net loss on the operations of the year was \$525,670.30.

The Intercolonial shows a loss of \$488,186.77. The Windsor Branch (one-third of the total earnings) gave a profit of \$30,399.23, and the Prince Edward Island a loss of \$67,882.76.

The above figures include rental (\$140,000) paid for the extension of the Intercolonial into Montreal.

The federal government expenditure on railways prior to and since the date of confederation (July 1, 1867) amounts, on capital account, to \$131,559,977 (including \$25,000,000 grant to the Canadian Pacific Railway Company for its main line), which, together with \$296,872 expended on the Nova Scotia Railway and the European and North American Railway, and transferred to the consolidated fund, and the further sum of \$25,737,891 for railway subsidies charged against the consolidated fund, makes a total expenditure of \$157,594,740. In addition, there has been an expenditure since confederation, for working expenses, of \$87,130,523, covering the maintenance and operation of the government roads, or a grand total of \$244,725,263, of which amount the sum of \$13,881,460.65 was paid out before confederation.

*Subsidy payments during the fiscal year ended June 30, 1901.*

Great Northern Railway Company .....	\$345,323.11
Canadian Pacific Railway Company (Crows Nest Pass) .....	205,524.00
Ottawa and New York Railway Company .....	90,000.00
Grand Trunk Railway Company (Victoria Jubilee Bridge) .....	228,371.75
South Shore Railway Company .....	88,400.00
Massawippi Valley Railway Company .....	5,378.00
Inverness and Richmond Railway Company .....	132,800.00
Canadian Northern Railway Company .....	537,600.00
Canadian Pacific Railway Company (Pipestone Branch) .....	92,800.00
Central Ontario Railway Company .....	67,200.00
Midland Railway Company .....	170,264.00
Quebec Bridge Company .....	74,570.00
St. Marys River Railway Company .....	75,000.00
Pontiac Pacific Junction and Ottawa and Gatineau Valley railway companies (Interprovincial Bridge) .....	212,500.00
Atlantic and North Western Railway Company .....	186,600.00
<b>Total .....</b>	<b>2,512,328.86</b>

*Additional payments from July 1, 1901, to December 1, 1901.*

Quebec Bridge Company .....	\$99,760.00
Canadian Northern Railway Company .....	699,970.00
Atlantic and Lake Superior Railway Company .....	14,800.00
Montreal and Province Line .....	32,000.00
York and Carleton Railway Company .....	18,336.00
Thousand Islands Railway Company .....	5,440.00
Canadian Pacific Railway Company (Pipestone Branch) .....	67,200.00
Inverness and Richmond Railway Company .....	36,800.00
<b>Total .....</b>	<b>974,306.00</b>

## Summary statement of capital of electric railways for the year ended June 30, 1901.

Name of electric railway.	Length of line.		Ordinary share capital.			Preference share capital.		
	Com- pleted rallied.	Under construc- tion.	Authorized.	Subscribed.	Paid up.	Authorized.	Subscribed.	Paid up.
	<i>Miles.</i>	<i>Miles.</i>						
Belleville Traction Co. a.	2.00		\$100,000.00					
Berlin and Waterloo.	8.02		40,000.00	\$29,100.00	\$29,100.00			
Brantford Street Railway.	5.90		(b)	114,000.00	114,000.00			
British Columbia	48.80		1,216,666.00	973,333.00	973,333.00	\$973,333.00	\$661,866.00	\$661,866.00
Cornwall c.	6.00							
Galt, Preston and Hespeler.	9.00		100,000.00	49,150.00	28,810.00			
Quebec.	6.50		100,000.00	100,000.00	47,012.53			
Hamilton and Dundas.	8.43		1,000,000.00	800,000.00	800,000.00			
Hamilton, Grimsby and Beamsville.	7.25		100,000.00	100,000.00	100,000.00			
Hamilton Radial	23.00		200,000.00	113,300.00	113,300.00			
Hamilton Street.	12.00		1,000,000.00	75,000.00	75,000.00			
Hull.	22.00		205,000.00	205,000.00	205,000.00			
Kingston, Portsmouth and Cataract.	13.63		300,000.00	292,700.00	292,000.00			
London.	28.40		750,000.00	150,000.00	150,000.00	50,000.00	50,000.00	50,000.00
Metropolitan, Toronto to New Market.	28.00		500,000.00	400,000.00	400,000.00			
Montreal.	40.88		1,000,000.00	450,000.00	450,000.00			
Montreal Terminal.	108.43		10,000,000.00	720,000.00	720,900.00	408,800.00	315,000.00	315,000.00
Nelson Electric Tramway Co., British Columbia	12.10		5,000,000.00	6,000,000.00	5,800,000.00			
Niagara Falls, Park and River.	2.65		250,000.00	250,000.00	250,000.00			
Niagara Falls, Wesley Park and Clifton.	4.33		50,000.00	600,000.00	600,000.00			
Niagara, St. Catharines and Toronto d.	19.94		1,000,000.00	550,000.00	550,000.00			
Oshawa.	8.02		200,000.00	40,000.00	40,000.00			
Ottawa.	23.85		1,000,000.00	814,800.00	814,800.00			
Port Arthur.	7.60		(c)	(c)	(c)			
Port Dalhousie, St. Catharines and Thorold.	6.82		100,000.00	78,700.00	78,700.00			
Quebec Light and Power Co. (Quebec City Street Railway)	17.22		1,000,000.00	1,000,000.00	1,000,000.00			
St. John Railway	12.00		500,000.00	500,000.00	500,000.00			
St. Thomas.	5.84		250,000.00	95,000.00	94,785.57	15,000.00	8,800.00	8,800.00
Sandwich, Windsor and Amherstburg.	15.00		350,000.00	297,000.00	297,000.00			
Sarnia.	4.50		100,000.00	38,600.00	38,600.00			
Schomberg and Aurora (under construction)		15.00		250,000.00	250,000.00			
Shastabrook.				200,000.00	200,000.00			
Toronto and Mimico.	7.75		100,000.00	50,000.00	47,924.00			
Toronto and Scarborough.	5.87		100,000.00	36,600.00	36,563.86			
Toronto Street Railway	89.10		6,000,000.00	6,000,000.00	6,000,000.00			
Toronto Suburban	7.80		1,000,000.00	140,000.00	80,000.00			
Winnipeg Electric Street Railway.	18.00		1,000,000.00	466,170.00	386,170.00			

Name of electric railway.	Length of line.		Bonded debt.				Dominion government aid.			
	Com- pleted rails laid.	Under construc- tion.	Authorized.	Issued.	Sold.	Rate of interest.	Bonus.	Paid up.		
	Miles.	Miles.				Per cent.				
Woodstock, Thames Valley and Ingersoll.....	9.50	2.50	800,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
Yarmouth, Nova Scotia.....	2.00		64,500.00	5,450.00	5,450.00					
Total.....	674.58	17.50		22,954,803.00	22,421,446.96				1,135,166.00	1,135,166.00
Belleville Traction Co.....	2.00		800,000.00	80,100.00	80,100.00					
Berlin and Waterloo.....	3.02		( )	13,700.00	13,700.00	5				
Brantford Street Railway.....	5.90									
British Columbia.....	43.30		1,215,666.00	1,215,666.00	1,215,666.00	44				
Cornwall.....	6.00									
Galt, Preston and Hespeler.....	9.00									
Guelph.....	6.50		55,000.00	48,000.00	48,000.00					
Halifax.....	8.43		600,000.00	600,000.00	600,000.00	5				
Hamilton and Dundas.....	7.25		100,000.00	100,000.00	100,000.00					
Hamilton, Grimsby and Beamsville.....	23.00		100,000.00	85,000.00	85,000.00	5				
Hamilton Radial.....	12.00									
Hamilton Street.....	22.00		560,000.00	500,000.00	500,000.00	44				
Hull.....	13.63									
Kingston, Portsmouth and Cataract.....	7.40		200,000.00	200,000.00	200,000.00	4				
London.....	28.50		400,000.00	400,000.00	400,000.00	5				
Metropolitan, Toronto to New Market.....	28.00		450,000.00	450,000.00	50,000.00	5				
Montreal Park and Island.....	40.88		1,025,000.00	1,025,000.00	883,333.00	5				
Montreal.....	108.43		(A)	973,333.00	973,333.00	44 and 5				
Montreal Terminal.....	14.10		425,000.00	380,000.00	380,000.00	5				
Nelson Electric Tramway Co., British Columbia.....	2.65									
Niagara Falls, Park and River.....	13.68		600,000.00	600,000.00	600,000.00	5				
Niagara Falls, Wesley Park and Clifton.....	4.33		100,000.00	100,000.00	100,000.00	5				
Niagara, St. Catharines and Toronto.....	19.94		400,000.00	400,000.00	400,000.00	5			\$38,400.00	\$38,400.00
Oshawa.....	8.02		88,452.16	88,452.16	88,452.16	6			22,400.00	\$22,400.00
Ottawa.....	23.85		500,000.00	500,000.00	500,000.00	4				
Port Arthur.....	7.60		115,000.00	115,000.00	115,000.00	5				
Port Dalhousie, St. Catharines and Thorold.....	6.82									
Quebec Light and Power Co. (Quebec City Street Railway).....	17.22		500,000.00	500,000.00	500,000.00	5				
St. John Railway.....	12.00		700,000.00	675,000.00	675,000.00	5				
St. Thomas.....	6.84									
Sandwich, Windsor and Amherstburg.....	15.00		150,000.00	140,000.00	140,000.00	4 1/2				
Sarnia.....	4.50		38,600.00	38,600.00	24,802.40	5				

f 42 Vic, cap. 73, authorizes such amount as may be required.

g Per mile.

h 50 per cent of authorized capital.

i Province of Ontario.

a Return very imperfect. Road passed into hands of creditors September, 1901, and closed down

b 42 Vic, cap. 73, authorizes such amount as may be required.

c No return of capital; railway now held by trustees for bondholders.

d Was originally steam railway.

e Owned by town of Port Arthur.



## Summary statement of capital of electric railways for the year ended June 30, 1901—Continued.

Name of electric railway.	Length of line.		Bonded debt.				Dominion government aid.	
	Com- pleted rails laid.	Under construc- tion.	Authorized.	Issued.	Sold.	Rate of interest.	Bonus.	Paid up.
	Miles.	Miles.				Per cent.		
Schomberg and Aurora (under construction)		15.00	\$20,000.00	\$300,000.00	\$300,000.00		\$46,000.00	
Sherbrooke	7.75			100,000.00	100,000.00			
Toronto and Mimico	5.87			100,000.00	100,000.00			
Toronto and Scarborough	5.07			40,000.00				
Toronto Street Railway	89.10			3,258,373.33	3,258,373.33	41 and 6		
Toronto Suburban	7.50		\$20,000.00	1,140,000.00	1,000,000.00	6		
Winnipeg Electric Street Railway	18.00		1,000,000.00	1,000,000.00	1,000,000.00	6		
Woodstock, Thames Valley and Ingersoll	9.50	2.50	200,000.00	120,000.00	120,000.00	6		
Yarmouth, Nova Scotia	2.00							
Total	674.58	17.50		14,166,224.49	13,280,426.89		106,800.00	\$40,800.00

  

Name of electric railway.	Length of line.		Municipal aid.				Capital from other sources.	
	Com- pleted rails laid.	Under construc- tion.	Loan.	Bonus.	Subscription to shares or bonds.	Paid up.	Subscribed.	Paid up.
	Miles.	Miles.						
Belleville Traction Co.	2.00							
Berlin and Waterloo	3.02						\$21,890.00	\$21,890.00
Brantford Street Railway	5.90						176,149.50	176,149.50
British Columbia	43.30						176,280.85	176,280.85
Cornwall	6.00							
Galt, Preston and Hespeler	9.00						100,000.00	100,000.00
Guelph	6.50							
Halifax	8.43							
Hamilton and Dundas	7.25							
Hamilton, Grimsby and Beamsville	23.00			\$28,000.00		\$28,000.00		
Hamilton Radial	12.00							
Hamilton Street	22.00							
Hull	13.63						518,297.75	518,297.75
Kingston, Portsmouth and Cataraqui	7.40						78,441.02	78,441.02
London	26.50						550,000.00	550,000.00
Metropolitan, Toronto to New Market	28.00						156,034.51	156,034.51
Montreal Park and Island	28.00							
Montreal	103.43						16,932.19	16,932.19
Montreal Terminal	14.10							

Name of electric railway.	Length of line.		Total capital.		Floating debt.		Total cost of railway and rolling stock.
	Completed rails laid.	Under construction.	Subscribed.	Paid up.	Amount.	Rate of interest.	
	Miles.	Miles.				Per cent.	
Belleville Traction Co.	2.00						
Belleville and Waterloo	3.02		\$59,590.00	\$59,590.00	\$21,390.00	5 1/2	\$59,306.94
Brantford Street Railway	5.90		302,849.50	302,849.50	175,149.50		199,381.09
British Columbia.	48.30		3,028,145.85	3,028,145.85	176,290.85	0	(c)
Cornwall	6.00						
Galt, Preston and Hespler.	9.00		149,150.00	128,810.00	100,000.00	5	124,082.01
Guelph	5.50		99,000.00	95,012.58	(c)		83,283.14
Hamilton and Dundas	8.43		1,400,000.00	1,400,000.00	(c)		(d)
Hamilton and Dundas	7.25		200,000.00	200,000.00	(c)		e 207,770.54
Hamilton, Grimsby and Beamsville.	23.00		226,300.00	226,300.00	(c)		f 299,000.00
Hamilton Radial.	12.00		75,000.00	75,000.00	(c)		81,402.14
Hamilton Street.	22.00		705,000.00	705,000.00	(c)		(g)
Hull	13.63		810,997.75	810,297.75	618,297.75	5	788,906.64
Kingston, Portsmouth and Cataract.	7.40		473,441.02	473,441.02	78,441.02	5 and 6	422,913.02
London	28.50		800,000.00	800,000.00			209,772.05

## Name of electric railway.

	Miles.		Miles.	Per cent.	
Belleville Traction Co	2.00				
Berlin and Waterloo	3.02		\$59,590.00		\$59,306.94
Brantford Street Railway	5.90		302,849.50	5 1/2	198,381.09
British Columbia	48.30		3,028,145.85	0	(c)
Cornwall	6.00				
Galt, Preston and Hespeler	9.00		149,150.00		124,082.01
Guelph	5.50		99,000.00	6	88,268.14
Halifax	8.43		1,400,000.00		(d)
Hamilton and Dundas	7.25		200,000.00		e 207,770.54
Hamilton, Grimsby and Beamsville	23.00		226,300.00		f 299,000.00
Hamilton Radial	12.00		75,000.00		81,402.14
Hamilton Street	22.00		705,000.00		(d)
Hull	13.63		810,997.75		
Kingston, Portsmouth and Cataraqui	7.40		473,441.02	5 and 6	768,906.54
London	28.50		800,000.00		422,913.02
					209,772.06

<sup>c</sup> From return of 1891.  
<sup>f</sup> From return of 1900.

<sup>e</sup> Cost of railway can not be obtained.  
<sup>d</sup> Not returned.

<sup>a</sup> Per mile.  
<sup>b</sup> Debentures issued and guaranteed by city of St. Thomas.

## Summary statement of capital of electric railways for the year ended June 30, 1901—Continued.

Name of electric railway.	Length of line.		Total capital.		Floating debt.		Total cost of railway and rolling stock.
	Com- pleted miles laid.	Under construc- tion.	Subscribed.	Paid up.	Amount.	Rate of interest.	
	<i>Miles.</i>	<i>Miles.</i>				<i>Per cent.</i>	
Metropolitan, Toronto to New Market	28.00		\$1,450,000.00	\$1,050,000.00	\$550,000.00	6	\$110,000.00
Montreal Park and Island	40.88		2,060,900.00	1,898,900.00	184,500.00	6	1,084,954.63
Montreal	103.43		7,129,867.51	6,629,367.51	171,138.63		7,488,409.56
Montreal Terminal	14.10		845,932.19	845,932.19	6,765.56		919,941.30
Nelson Electric Tramway Co., British Columbia	2.65		250,000.00	250,000.00	NIL		101,146.87
Niagara Falls, Park and River	13.68		1,288,572.91	1,288,572.91	88,572.91	0 and 5	946,000.09
Niagara Falls, Wesley Park and Clifton	4.33		1,500,000.00	1,500,000.00	17,802.88	NIL	75,968.74
Niagara, St. Catharines and Clifton	19.94		1,128,400.00	1,128,400.00	118,776.40	NIL	1,072,811.53
Niagara, St. Catharines and Toronto	8.02		156,852.16	156,852.16	24,815.83	6	189,564.55
Oshawa	28.85		1,314,800.00	1,314,800.00	75,000.00	5 and 6	1,467,668.56
Ottawa	7.50		115,000.00	115,000.00	NIL		118,777.62
Port Arthur	6.82		78,700.00	78,700.00	NIL		90,000.00
Port Dalhousie, St. Catharines and Thorold	17.22		1,500,000.00	1,500,000.00	10,318.18		1,112,887.83
Quebec Light and Power Co. (Quebec City Street Railway)	12.00		1,175,000.00	1,175,000.00	6,000.00		74,372.95
St. John Railway	5.84		153,800.00	153,800.00	NIL		30,809.37
St. Thomas	15.00		487,000.00	487,000.00	NIL		(c)
Sandwich, Windsor and Amherstburg	4.50		77,200.00	63,402.40	NIL		(d)
Sarnia		15.00	608,000.00	550,000.00	NIL		(e)
Scherbrooke and Aurora (under construction)			800,000.00	300,000.00	(c)		(f)
Sherbrooke	7.75		150,000.00	47,924.00	6,754.66		(g)
Toronto and Mimico	5.87		76,600.00	30,563.86	344,583.82	0, 5 and 6	(h)
Toronto and Scarborough	5.07		9,258,373.83	9,258,373.83	80,078.00		(i)
Toronto Street Railway	89.10		300,078.00	1,861,078.00	146,667.12		(j)
Toronto Suburban	7.50		1,896,170.00	1,896,170.00	NIL		(k)
Winnipeg Electric Street Railway	18.00		820,000.00	5,450.00	(c)		(l)
Woodstock, Thames Valley and Ingersoll	2.00	2.50	5,450.00				(m)
Yarmouth, Nova Scotia	9.50		5,450.00				(n)
<b>Total</b>	<b>674.56</b>	<b>17.50</b>	<b>40,558,170.22</b>	<b>39,076,018.58</b>			

<sup>a</sup>Cost of rolling stock. The cost of construction of line not returned.<sup>b</sup>Road purchased for \$90,000.<sup>c</sup>Not returned.<sup>d</sup>Under construction.<sup>e</sup>Not returned.<sup>f</sup>No record.

Return imperfect.

## CANALS.

The total expenditure charged to capital account on the original construction and the enlargement of the several canals of the Dominion, up to June 30, 1901, was \$81,404,543.98. A further sum of \$17,218,448.67 has been expended on the repairs, maintenance, and operation of these works, making a total of \$98,622,992.65. The revenue derived, including tolls and rentals of lands and water powers, amounted to \$12,717,343.01.

The total expenditure for the fiscal year was as follows:

On construction and enlargement, \$2,514,214.93, and a further sum of \$638,909.72 for repairs, renewals, and operation, making a total for the year of \$3,153,124.65.

The total net revenue collected for the fiscal year was \$315,425.69, a decrease compared with the net revenue of the previous year of \$7,217.87. The net canal tolls amounted to \$26,129.40, a decrease of \$11,404.42.

The total traffic through the several canals of the Dominion for the season of 1900 amounted to 5,013,693 tons, a decrease of 1,212,231 tons compared with the previous year. This includes 2,035,667 tons passing through Sault Ste. Marie Canal, which is free of toll.

On the Welland Canal, 719,360 tons of freight were moved, a decrease of 70,410 tons, of which 379,658 tons were agricultural products, a decrease of 82,865 tons, and 115,217 tons products of the forest. Of coal, 47,392 tons were carried. Six hundred and one thousand one hundred and thirty tons of freight passed eastward and 118,230 westward; 688,557 tons were through freight, of which 979,312 tons passed eastward.

Of this through freight, Canadian vessels carried 319,497 tons, an increase of 9,911 tons, and United States vessels 369,060 tons, a decrease of 91,012 tons.

The total freight passed eastward and westward through this canal, from United States ports to United States ports, was 318,529 tons, a decrease of 42,000 tons compared with the year 1899.

The quantity of grain passed down the Welland and the St. Lawrence canals to Montreal was 244,661 tons, a decrease of 88,085 tons compared with the previous year. The further quantity of 51,267 tons of grain passed down the St. Lawrence canals only to Montreal, making the total 295,928 tons.

On the St. Lawrence canals, 1,115,171 tons of freight were moved, a decrease of 233,922, of which 667,584 were eastbound through freight, and 29,979 tons westbound through freight; 693,734 tons were agricultural products, 437,423 tons merchandise, 375,239 tons coal, and 95,518 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 389,145 tons, a decrease of 130,960, of which 378,801 tons were produce of the forest.

On the Chamblay Canal, 348,561 tons were moved, a decrease of 14,074, of which 205,160 tons were produce of the forest, and 92,598 tons, coal.

On the Rideau Canal, 75,432 tons were carried, an increase of 5,527; 37,925 tons being the product of the forest, and 17,292 tons, coal.

On the St. Peters Canal, 73,813 tons were carried, an increase of 3,009, of which 42,548 tons were merchandise, and 32,418 tons coal.

On the Murray Canal, 19,067 tons passed, an increase of 2,279, and 4,496 tons of this were the product of the forest.

On the Trent Valley Canal, 43,572 tons were moved, of which 42,292 tons were the product of the forest.

On the Sault Ste. Marie Canal, the total movement of freight was 2,035,677 tons—being a decrease of 970,987 tons—carried in 3,081 vessels, the number of lockages being 2,205. Of wheat, 9,291,114 bushels, and of other grain, 1,113,414 bushels were carried; 647,944 barrels of flour, 999,591 tons of iron ore, 530,298 tons of coal, and 7,435,806 feet, board measure, of lumber. All of these items show a considerable decrease. The total traffic at this point, accommodated by the two canals, the American and Canadian, amounted to 25,643,031 tons. The total quantity of wheat carried was 40,616,807 bushels, a decrease of 17,684,875, and of other grain 16,439,208 bushels, a decrease of 13,898,147. Of lumber, the total was 905,528,806 feet, board measure, a decrease of 127,073,194.

#### HOMESTEAD ENTRIES.

*Statement showing the number of homestead entries made during the fiscal year ended June 30, 1901, by persons coming from the various States and Territories of the American Union.*

State or Territory.	Number of entries.	State or Territory.	Number of entries.
Alabama.....	1	Missouri.....	23
California.....	9	Montana.....	66
Colorado.....	9	Nebraska.....	224
Connecticut.....	2	New Hampshire.....	3
Dakota.....	640	New Jersey.....	4
Florida.....	3	New York.....	16
Georgia.....	1	North Carolina.....	1
Idaho.....	25	Ohio.....	17
Illinois.....	45	Oklahoma.....	8
Indiana.....	7	Oregon.....	21
Indian Territory.....	10	Pennsylvania.....	8
Iowa.....	191	Texas.....	6
Kansas.....	80	Utah.....	74
Kentucky.....	5	Virginia.....	5
Louisiana.....	2	Washington.....	43
Maine.....	1	Wisconsin.....	53
Massachusetts.....	6	Wyoming.....	10
Michigan.....	111		
Minnesota.....	429	Total.....	2,191

*Statistical statement re homesteaders, comparing the reports of the Dominion land agents for the fiscal year ended June 30, 1901, with those of the fiscal year ended June 30, 1900.*

Nationality.	Number of entries.	
	1900.	1901.
Canadians from Ontario.....	1,887	1,606
Canadians from Quebec.....	201	176
Canadians from Nova Scotia.....	49	74
Canadians from New Brunswick.....	39	37
Canadians from Prince Edward Island.....	18	22
Canadians from British Columbia.....	16	16
Canadians from Manitoba.....	337	292
Canadians from Northwest Territories.....	100	128
Persons who had previous entry.....	2,647	2,351
Canadians returned from the United States.....	746	516
United States.....	155	165
Newfoundland.....	1,307	2,026
		3

*Statistical statement re homesteaders, comparing the reports of the Dominion land agents for the fiscal year ended June 30, 1901—Continued.*

Nationality.	Number of entries.	
	1900.	1901.
English .....	639	669
Irish .....	102	99
Scotch .....	187	182
French .....	58	38
Belgians .....	21	22
Swiss .....	1	2
Italians .....	1	4
Roumanians .....	3	46
Syrians .....		2
Germans .....	217	255
Austro-Hungarians .....	1,083	1,066
Hollanders .....	3	2
Danes (other than Icelanders) .....	12	10
Icelanders .....	48	140
Swedo-Norwegians .....	87	93
Russians (other than Mennonites and Poles) .....	83	105
Mennonites .....	74	88
Poles .....	2	8
Total .....	7,426	8,167

The number of entries during the year was the largest ever granted. During the last five years, there were 29,514 entries made, as compared with 16,367 for the preceding five years, or an increase of 13,147.

During the four years preceding 1896, the average falling off in the number of entries from year to year was at the rate of 20 per cent; and during the five years following 1896, the increase in the number of entries granted for each year over the preceding one has been at the rate of 29 per cent, so that there is a difference of 49 per cent in favor of the latter period as compared with the preceding four years.

It will be seen that there has been a substantial increase in the number of entries made by settlers coming from the United States, especially from Dakota, Illinois, Iowa, Kansas, Michigan, Montana, Nebraska, Utah, Washington, and Wisconsin. This increase has been gradual since 1898, when the number was but 698; in 1899, 1,169; in 1900, 1,472, and in 1901, 2,191, or over 25 per cent of the entire number of entries made.

#### IMMIGRATION.

The immigrant arrivals for the year ended June 30, 1901, were:

English and Welsh .....	9,401
Scotch .....	1,476
Irish .....	933
Galicians .....	4,702
Germans .....	984
Hungarians .....	546
Austrians .....	228
Scandinavians .....	1,750
French and Belgians .....	492
Russians and Finlanders .....	1,726
United States .....	17,987
Miscellaneous .....	8,924
Total .....	49,149

The following is from the report of the royal commission on Chinese and Japanese immigration:

## CHINESE IMMIGRATION.

The first immigration in any considerable numbers of Chinese into British Columbia occurred in the early sixties, at the time of the gold excitement in Cariboo, when many of them engaged in the placer mines in that district, a few having continued there ever since.

In 1901 the total number of Chinese is given by the census as 16,792, distributed as follows:

British Columbia.....	14,376
Ontario.....	712
Quebec.....	1,044
Manitoba.....	206
New Brunswick.....	59
Nova Scotia.....	104
Prince Edward Island.....	4
The Territories.....	287

The relative increase in the population of British Columbia will be seen from the following table:

Year.	Whites and Indians.	Chinese.	Japanese.
1881.....	49,459	4,350	.....
1891.....	89,263	8,910	.....
1901.....	157,815	14,376	4,678

Nearly all the Chinese emigrants come from the six or eight counties in the province of Kwang-tung, in the vicinity of Canton. Those who come to Canada are mostly of the coolie class, or farm laborers. Their farms here are small, usually from a half to 10 acres.

## JAPANESE IMMIGRATION.

From 14,000 to 15,000 Japanese have arrived in British Columbia within the last five years. Of these, over 10,000 arrived in one year, namely, between July 1, 1899, and July 1, 1900. No record is kept of the number that have returned to Japan. Many have gone to the United States, leaving only 4,759 Japanese in Canada—according to the last census—of whom 4,578 are in British Columbia, nearly all adult males of the laboring class.

## PUBLIC WORKS.

The following is taken from the report of the deputy minister of public works for the fiscal year ended June 30, 1901:

## REVENUE.

The revenue accruing from the public works, under the control of this department, during the past fiscal year shows a satisfactory increase over the previous year. The revenue of the year 1900-1901 has amounted to \$112,675.82, the increase over the year 1899-1900 being \$33,594.35.

## EXPENDITURE.

The expenditure of the department during the year under review amounted to \$4,699,680.54, an excess over the preceding year of nearly \$1,000,000. The expenditure was divided as follows:

Harbors, dredging, bridges, etc.....	\$2,670,146.82
Public buildings.....	1,303,411.70
Telegraphs.....	532,626.58
Miscellaneous, salaries, etc.....	193,495.44
Total.....	4,699,680.54

## GOVERNMENT TELEGRAPH LINES.

The revenue and expenditure of the government telegraph lines for the fiscal year ended June 30, 1901, were: Expenditure, \$175,896.49; revenue, \$122,360.86. By comparing these figures, it is seen that the expenditures exceeded the revenue by \$53,535.63.

In 1900, the total length of government telegraph lines, including land lines and cables, was 3,874½ miles. During the year 1900-1901 there were added, including land lines and cables, 1,797 miles, making a total for the fiscal year ended June 30, 1901, of 5,671½ miles. The total number of officers employed was 231.

The Marconi system of wireless telegraphy is being used between Chateau Bay, on the mainland of Labrador, and the island of Belle Isle, a distance of about 22½ miles.

## GENERAL TRADE CONDITIONS.

The following article on the trade of Canada with the United States and the world, by John Charlton, M. P., which appeared in *Events of September 20*, gives, I think, a fair idea of the feeling in Canada at the present time in regard to trade relations with the United States, so I transmit the same in its entirety:

Canada possesses resources so varied and extensive, and a commercial position so advantageous, that great expansions of her commercial interests will be reached in the future, and indeed have already been attained. Her population is an energetic and an adventurous one, and the time seems to have come when the exodus that year after year has drained from us the best element of our population has ceased, and we may hope not only to retain our natural increase hereafter, but to draw to ourselves a great host of desirable settlers from the country to which the tide of our immigration has hitherto set.

Our commercial progress since the organization of the Dominion has been more satisfactory in percentage of increase than has been our increase in population, but while this progress, broadly speaking, has been satisfactory, many features of our trade relations with other countries are not so satisfactory to us as could be desired, and this is especially the case with reference to our trade relations with our great neighbor, the United States. The expansion of our trade with that country since confederation has been almost entirely in the direction of increased imports, and the contrast between the condition of trade in the year 1866, the year when the reciprocity treaty was terminated, and the year 1902, both in the case of the United States and Great Britain, will be instructive. In 1866, our exports to the United States, including estimated short returns, were \$44,143,000, of which \$25,041,000 were farm products. The same year our imports from the United States were \$28,572,000, of which \$5,181,000 was coin and bullion. In 1902, our total exports to the United States were \$69,562,232, of which \$66,567,000 was the produce of Canada. Of this amount, the produce of Canada, \$21,715,000, was gold-bearing quartz, nuggets, etc., and silver concentrates, leaving the exports of Canadian products to the United States from Canada, exclusive of these precious metals, \$44,852,000, or less than three-quarters of a million more than our exports to the United States in 1866. In 1902, our total imports from the United States were \$129,801,000; or, while our exports to the United States—the produce of Canada—aside from precious metals, had practically not increased in thirty-five years since the abrogation of the reciprocity treaty, our imports from that country had increased by the sum of over \$100,000,000. A careful contrast of these figures with the figures of our trade with Great Britain will be suggestive. In 1866, we exported to Great Britain \$16,826,000 and we imported from that country \$40,062,000. In 1902, our total exports to Great Britain were \$117,318,221, or a sevenfold increase over 1866, while our imports from Great Britain in 1902 were \$49,427,000, an increase in thirty-five years of \$9,365,000, or 23½ percent. This remarkable contrast in the course of trade between Canada and Great Britain, and Canada and the United States is due to various causes. Trade with the United States is natural for us. The two countries are contiguous. Transportation is easy and rapidly made. Orders can be quickly filled, and the natural tendency is to buy in the near at hand market if prices are satisfactory. This condition of things has led to a rapid increase in the importation of American wares, as during all the period since 1866 our duties against American importations have been moderate, and until recently no discrimination has been made in favor of English importations. Trade with England has been somewhat stimulated since 1897 by the operation of preferential duties in favor of that



country, but notwithstanding the operation of those duties, the import trade with the United States has increased in a ratio nearly as rapid as from Great Britain.

Our trade with Great Britain is upon a satisfactory basis. The balance in our favor between total exports and total imports last year was \$6,789,000, and the percentage that our imports from Great Britain bore to our total trade with that country was 29.66. The great increase of our exports to England is due to the fact that that country is the chief market for our farm products, and our shriveled exportation to the United States is due to the fact that the repressive policy adopted by that Government has discouraged importation from this country. The American duties on total imports last year were in round numbers 25 per cent. Their duties upon dutiable imports were 50 per cent. Last year our duty on total imports from the United States for consumption was 12.54. Our duty on total dutiable imports was 22 per cent, and our duty on dutiable imports entered for consumption was 25.18, while our duty on dutiable imports entered for consumption from Great Britain was 24.05, and our duty upon total imports from Great Britain was 17.06. The American Government, since the inauguration of the protective policy, has pursued with undeviating purpose the intention of developing its own manufacturing industries, and the aim of the American statesmen has been to inaugurate a system of trade affairs that would give balances of trade in their favor, and their motto tersely stated has been "sell much and buy little." This policy has been put into operation against Canada with the results that have been stated, being practically the purchase on the part of this country from the United States, after eliminating precious metals from the statement, of \$3 of American wares for every dollar of Canadian products sold to them.

Preference in favor of Great Britain seems to have been prompted chiefly by the desire to reduce tariff imports without specific reduction upon an enumerated list of articles. The desire to make some return to England for our open market in that country, which absorbs the greater part of our farm exports, had something to do, probably, with the matter. This preferential arrangement, however, is purely a sentimental one, and the sentiment is all upon our own side. Great Britain offers to Canada the same treatment that she gives to the United States, Russia, and every other country of the world. When corn duties were imposed last session by the Imperial Parliament to the amount on the ad valorem basis of less than 4 per cent, no exception was made in our favor, though at the moment we were giving to British imports a preference of 33½ per cent, and under the circumstances this preference is one that may properly give place to a policy that, while it will give Great Britain equal advantage so long as other nations persist in continuing the policy now in force against this country, will admit other nations to the same privileges upon their adopting Great Britain's policy toward us. Canada has now a balance of trade in her favor with one nation only. With the United States, Germany, and France, the condition of trade in each case shows large balances against her. The import percentage of our total trade with the United States, eliminating precious metals, is 72.81. The import percentage of our total trade with France is 83.27. The import percentage of our total trade with Germany is 80.23. These conditions can not be considered favorable to ourselves, and it is evident that each of these countries declines to trade with us upon fair terms. The insolence of Germany in imposing heavier duties upon our food imports into that country because of our preference in favor of Great Britain will be made more apparent when it is stated that our imports from Germany in 1902 were \$10,919,000, while our exports to the dominions of the Kaiser were \$2,692,000, of which \$1,393,924 were foreign products. We have the privilege of figuring 19.77 as the percentage that our exports to Germany bore to our total trade with that country, and yet we are to be placed under conditions which will increase that disparity and further diminish our exports. It is needless to say that this action, as well as the general policy of the United States, requires some attention at the hands of our Government.

All of these cases could be met by a broad, comprehensive policy impartial in its application, the general character of which was foreshadowed in my resolution of February 24, 1902, moved in the House of Commons, which is as follows:

"That this House is of opinion that Canadian import duties should be arranged upon the principle of reciprocity in trade conditions so far as may be consistent with Canadian interests; that a rebate of not less than 40 per cent of the amount of duties imposed should be made upon dutiable imports from nations or countries admitting Canadian natural products into their markets free of duty; and that the scale of Canadian duties should be sufficiently high to avoid inflicting injury upon Canadian interests, in cases where a rebate of 40 per cent or more shall be made under the conditions aforesaid."

This policy would meet the trade difficulties that now confront this country. As above stated, so long as other countries persist in the policy now pursued toward us, it would give to Great Britain a preference not of 33½ per cent but of 40 per cent.

When other nations reached the conclusion to place our natural products upon the free list, as is done by Great Britain, we would simply extend to them the treatment we extend to the mother country in return for the treatment from them that we receive from her. This would speedily transfer from the United States to Canada the manufacturing operations that are now carried on in that country for the supply of our market. It would lead with but little delay to the curtailing of our importations of manufactures from the United States to the extent of at least \$45,000,000 per annum, our present importation of manufactures from that country now being in round numbers \$66,000,000. That the inauguration of this policy would have the effect of securing free trade in natural products with the United States I am thoroughly satisfied would be the case, but it would be almost immaterial to us whether it did or not. We would have either the free admission of our natural products into that country or we would establish industries of our own, employing millions of capital and scores of thousands of artisans, and giving a great market for the food products of our soil.

False impressions have prevailed in the United States since 1866 as to public sentiment in Canada regarding the character of trade relations existing between the two countries. It has generally been supposed by our neighbors that their market was essential to Canada. They have scarcely awakened yet to the fact that we have almost entirely emancipated ourselves from dependence upon them for a market for farm products, and they can scarcely comprehend that we actually buy two and one-half times as much farm products from them for consumption as we sell to them. \* \* \* We should receive from the United States mutual free trade in natural products along the entire line; should retain command of our own tariff outside of treaty stipulation, placing the United States in the position of the most favored nation, as would be done under the conditions of the policy indicated in the resolution I have alluded to. Nothing short of this arrangement I deem worthy of consideration. Potent forces are now working in favor of broader trade relations, and I feel confident we are rapidly approaching the securing of free trade in natural products. The United States can appreciate the character of the policy they have proffered to us for thirty-five years. They can not reasonably object to this policy being proffered to them in return.

\* \* \* The time has come when trade relations, which give us all the way from one-third to one-quarter of the payment in our own exports for the purchases we make from other countries, shall give place either to a chance for equal privileges and fair play, or to the development of our own resources; the building of our own industries, and a greater measure of self-sustaining power and industrial independence.

CHARLES E. TURNER,  
*Consul-General.*

OTTAWA, *October 3, 1902.*

### THE COST OF LIVING IN CANADA.

The cost of living in this country has greatly increased, particularly in the cities. Rents in Montreal have risen. The dealers in coal and wood have taken advantage of the great strike in the United States, and have combined to extort high prices from the people. The dealers in meats, vegetables, and fruits, as well as those in milk and bread, are also advancing their rates. The following are the prevailing prices for fuel and the provisions named:

Article.	Present prices.	Last year.
Anthracite.....per ton..	None.	\$6.75
Bituminous.....do....	\$6.50-\$8.00	4.25
Wood:		
Hard.....cord..	7.50-8.00	6.50
Soft.....do....	5.00-5.50	4.00
Lamb, hind quarters.....pound..	.15	.12
Mutton, hind quarters.....do....	.12	.11
Stirloin beef.....do....	.20	.14
Round steak.....do....	.15	.12
Fresh pork.....do....	.14	.13
Fresh ham or bacon.....do....	.15	.15
Butter:		
Creamery.....do....	.25	.20
Dairy.....do....	.22	.18
Eggs.....doz....	.25	.18

It is extremely difficult to obtain competent house servants in Montreal. The class from which these formerly came now prefer to work for small wages in stores and factories.

In July last, the Dominion department of labor made an investigation into the cost of living in Canada. Special correspondents, representing all the cities in the Dominion, prepared reports on current prices of commodities during the week beginning July 14. Average rates paid for board and lodging by workmen, and average rent of houses for workmen, were also reported upon. The prices of provisions quoted are those charged by retailers. The following schedule gives the rates:

*Schedule of retail prices of supplies for domestic consumption.*

Locality.	Bread, per pound.	Bread, how usually sold, and price.	Flour, per 25-pound bag.	Milk, per quart.	Butter, per pound.	Cheese, per pound.	Eggs, per dozen.	Potatoes, per bag of 11 bushels.
Nova Scotia—Halifax.	.....	14-pound loaves, at 5 cents.	\$0.65	\$0.06	\$0.22	\$0.15	\$0.18	\$1.25
Prince Edward Island—Charlottetown.	\$0.034	2-pound loaf, at 7 cents.	.60	.06	.18-.20	.14	.13	.75
New Brunswick—St. John.	.03	2-pound loaf, at 6 cents.	.75	.06	.18-.25	.15	.18	2.10
Quebec:								
Quebec	.....	5 and 6-pound loaves, 14 and 16 cents.	.60	.06	a.17-.18	.15	.18	1.50
Sherbrooke	.03	3-pound loaf, at 9 cents.	.65-.75	.05-.06	.16-.25	.12-.18	.18-.20	1.50
Three Rivers	.024	3-pound loaf, .....	.60	.06	.20-.21	.15	.18	1.00
St. Hyacinthe	.....	6-pound loaves, 14 and 12 cents.	.60	.04	.20-.24	.15	.15	1.20
Montreal	.....	6-pound loaves, 12 to 15 cents.	.60	.06	c.18-.24	.14	.17	1.40
Hull	.....	4-pound loaf, 10 cents.	.50-.55	.05	18-20-24	.12-.15	.18-.20	1.35-1.40
Ontario:								
Ottawa	.024	.....do.....	.60-.75	.05-.06	d.18-.20	.13	.16	.70-.75
Kingston	.024	2 and 4 pound loaves, 5 and 10 cents.	.60	.04-.05	.16-.25	.12	.16-.20	1.00
Belleville	.024	10 cents per loaf of 4 pounds.	.....	.06	.20-.22	.13-.15	.15	.75
Toronto	.....	2 and 4 pound loaves, at 5 and 10 cents.	.50	.06	.18-.24	.12-.16	.18-.20	1.50
Hamilton	.024	.....do.....	.....	.06	.20	.15	.20	1.50
Guelph	.....	2-pound loaf, 6 cents; 4-pound loaf, 11 cents.	.50-.55	.06	.17-.20	.14	.17	1.00
Brantford	.024	2-pound loaf, 21 tickets for \$1.	.55	.05	.18	.14	.17	.90
Stratford	.034	14-pound loaf, at 5 cents.	.50	.06	.15-.22	.13	.14	e.70-.35
London	.....	14 and 2 pound loaves, at 5 cents.	.....	.06	.17-.19	.14	.16	1.00-1.15
St. Thomas	.....	2-pound loaf, at 5 cents.	.55	.06	.19	.14	.15	1.80
Chatham	.024	.....do.....	.56	.06	.15	.14	.14	1.25
Windsor	.024	.....do.....	.50-.55	.06	.18-.20	.15	.16	1.80
Manitoba:								
Winnipeg	.....	.....do.....	.60	.064	.20	.15	.20	1.60
Brandon	.024	.....do.....	.....	.06	.18	.174	.15	.60
British Columbia:								
New Westminster.	.04	14-pound loaves, 4 for 25 cents.	f 1.85	.08	.25	.17	25-.30	1.25
Vancouver	.....	14-pound loaves, at 5 cents.	g1.85	{14 qts. for \$1.}	.30	.174	25-.35	{ \$1.10 for 100 lbs.
Victoria	.04	14-pound loaves, at 5 cents.	.55-.65	.10	.20-.25	.20	25-.30	1.50
Nanaimo	.....	4 loaves for 25 cents.	1.25-1.50	.10	.25-.30	.18	25-.30	1.50

a Fresh butter, 20 to 22 cents.  
b A 1-pound milk loaf sells at 5 cents.  
c Creamery, 24 cents.  
d Creamery, 25 cents.  
e Old potatoes, \$1.25.

f New, 35 cents per peck.  
g 50-pound bag.  
h 49-pound bag.  
i New potatoes, \$1.80.  
j New potatoes, \$1.60.

*Schedule of retail prices of supplies for domestic consumption—Continued.*

Locality.	Turnips, per bushel.	Beans, per pound.	Beef, per pound.	Pork (fresh), per pound.	Pork (salt), per pound.	Bacon, per pound.	Mut- ton, per pound.	Lamb, per pound.	Sugar (granu- lated), per pound.
Nova Scotia—Hal- ifax .....		\$0.04	\$0.12-\$0.14		\$0.12	\$0.16	\$0.10	\$0.12	\$0.06
Prince Edward Is- land—Charlotte- town .....	\$0.20	.08	.10	\$0.12	.10	.16	10-12	.10	.06
New Brunswick— St. John .....	1.50	.04	.08-20	.14	12-14	.18	08-15	10-12	.06
Quebec:									
Quebec .....	.60	.06	.12-15	.12	10-12	.16-17	.10	.12	.06
Sherbrooke .....	30-40	.04	.05-15	.12	.13	.15	.10	.12	.04-.06
Three Rivers .....	.30	.08	.08-12	.12	.12	.14	.10	.12	.06
St. Hyacinthe .....			.07 and .10	10-11	12-13	.15	.10	.18	.06
Montreal .....	1.50	.04	.15	.15	.15	.18	.12	.12	.04
Hull .....		.02	.10	.12	.12	.14	.10	.12	.04
Ontario:									
Ottawa .....	20-30	.02	.10-15	10-12	.10	.15	.10	.12	.06
Kingston .....	35-40	.08	.12-15	.12	.12	.12	.12	.15	.04
Belleville .....	.40	.01	.06-12	.12	.10	.12	.10	.12	.06
Toronto .....	.40	.08	.08-20	.15	.12	.17	.10	.15	.04
Hamilton .....	.25	.05	.08-18	.15	.15	.18	.12	15-18	.06
Guelph .....		.04	.12-18	.12	.18	.16	.12	.15	.06
Brantford .....	(a)	.04	.05-10-15	.13	.12	.16	.12	.14	.06
Stratford .....	.15	.05	.08-15	.12-15	.12	.15-18	.05-12	10-15	.06
London .....		.04	.08-10-15	.12-14	.12	.14-16	.12	15-18	.06
St. Thomas .....		.08	.08-16	.09-15	10-14	.17-18	.08-12	10-15	.04
Chatham .....		.04	.10-12	.12	.13	.15-18	.10	.12	.06
Windsor .....	.35	.07	.10-15	10-15	.12	.20	11-12	.15	.04
Manitoba:									
Winnipeg .....		.06	.16	.15	.15	.18	.20	.25	.06
Brandon .....			.12	.12	.10	.18-20	.15	.25	.06
British Columbia:									
New Westmina- ster .....		.04	.08-18	10-15	.16	.20	10-18	10-18	.06
Vancouver lb. .....	.00	.5	.10-18	12-15	12-15	.20-25	.08-18	.20	.06
Victoria .....		.5	.08-15	10-15	.15	.20	.08-15	12-20	.06
Nanaimo .....		.04-.05	.08-18	12-18	.18	.22	10-18		.06

a 5 cents per bunch of 3; not obtainable by the bushel.

## Schedule of retail prices of supplies for domestic consumption—Continued.

	Sugar (granu- lated), num- ber of pounds for \$1.	Brown or cof- fee su- gar, per pound.	Brown or cof- fee su- gar, num- ber of pounds for \$1.	Tea, per pound.	Coffee, per pound.	Coal oil, per gallon.	Coal (stove), per ton.	Coal (stove), per ton.	Hard- wood fuel, per cord.
Nova Scotia— Halifax.....	22	\$0.04	26	\$0.25-0.40	\$0.30	\$0.25	\$3.50	{ \$6.10 a 6.60 }	(b)
Prince Edward Island—Char- lottetown.....	21	.04	26	.25	.36	.22	{ 1.50 1.90 }	{ 2.85 3.80 }	\$4.00
New Brunswick— St. John.....	22-25	.04	25	.25-.40	.35-.40	.22	c 3.50	7.00	47.00
Quebec.....	22	.04	28	.25-1.00	.30-.60	.20	3.75	7.50	4.50-5.50
Quebec.....	20-22	.04	24	.25-.60	.30-.40	20-25	3.25	6.50	4.25
Sherbrooke.....	22	.04	28	.12-.70	.25-.40	.20	3.00	6.00	3.50-5.15
Three Rivers.....	22	.04-.04	25	.40-.60	.30-.50	e 20	3.15	6.25	6.00-7.00
St. Hyacinthe.....	26	.03	30	.25-.50	.30-.40	.18	3.50	7.00	7.00
Montreal.....	26	.03	29	.15-.25	.30-.40	.20	3.90	7.50	f 5.00
Hull.....	26	.03	29	.15-.25	.30-.40	.20	3.90	7.50	f 5.00
Ontario:									
Ottawa.....	24	.04	28	.20-.60	.30-.40	.30-.35	3.90	7.50	5.25
Kingston.....	22-25	.04	26	.35	.30	.18-.22	3.75	7.00	6.00
Belleville.....	20	.04	25	.25-.50	.30-.40	.16-.20	3.25	6.50	5.00
Toronto.....	25	.04	28	g 20-.75	.20-.40	.20	3.25	6.50	6.50-7.00
Hamilton.....	22	.05	22	.25-.60	.25-.40	h 17	3.40	6.50	5.00-6.75
Guelph.....	21	.05	23	.25-.50	.25-.40	.18-.22	3.25	6.00	6.00-6.50
Brantford.....	21	.05	23	.25-.60	.40	.18-.23	3.25	6.50	6.50-7.00
Stratford.....	22-25	.04	28-30	.25-.50	.30-.50	.18-.20	3.50	7.00	6.25-6.75
London.....	22	.05	24	.25-.50	.40	.15	3.50	7.00	6.00-7.00
St. Thomas.....	24	.04	26	.25-.75	.25-.60	i 16	3.50	7.00	2.50-5.50
Chatham.....	20	.04	25	.25-.25	.30	.15	3.50	6.75	5.00
Windsor.....	25	.05	20	.25-.50	.25-.50	.20	3.50	6.50	3.50-7.00
Manitoba:									
Winnipeg.....	20	.04	22	.40	.40	.30	5.50	10.50	6.00
Brandon.....	18	.05	20	.35-.60	.35-.50	.35-.40	5.75	j 11.50	k 4.50
British Columbia:									
New West- minster.....	18	.05	22	.35-.50	.25-.40	.40	3.50	6.50	4.00
Vancouver.....	20	.04	22	.25-.50	.25-.50	.35	{ 3.50 5.00 }	{ 6.50 9.50 }	{ k 3.50 4.00 }
Victoria.....	19	.05	20	.20-.60	.18-.40	.40	3.50	6.00	l 4.00
Nanaimo.....	17	.05	20	.25-.50	.35-.50	.40	2.00	4.00	2.75-3.00

a Per chaldron.

b No hard wood used; kindling wood 50 cents per 100 bundles.

c Soft coal per chaldron, \$7 to \$7.10; per half chaldron, \$3.50 to \$3.55.

d Sawed, \$8; sawed and split, \$9.

e American oil, 25 cents.

f Mill refuse, \$2 per cord.

g A good article can be had for 30 cents.

h American oil, 20 cents.

i American, 20 cents.

j Souris, soft, \$4.25; Galt, soft, \$6.30.

k Soft wood.

l Fir and spruce.

As to the rental of houses, the location of the dwelling of course enters largely into the question, and the returns herewith presented must be taken as indicating the ordinary rates. The same statement applies also to the charges for board and lodging quoted in the accompanying schedules.

*Schedule of monthly rents of houses for workmen.*

Locality.	Flats in tenements of—		House of 4 rooms.	House of 6 rooms.	House of 8 rooms.
	Four rooms.	Six rooms.			
Nova Scotia—Halifax	\$5.00 to \$6.00	\$8.00 to \$10.00	\$7.00 to \$8.00	\$10.00 to \$12.00	\$15.00
Prince Edward Island—Charlotte town	3.00	3.50	4.00	4.50 to 5.00	\$6.00 to 7.00
New Brunswick—St. John <sup>a</sup>	3.00 to 6.00	5.00 to 8.00	4.00 to 7.00	8.00 to 10.00	10.00 to 15.00
Quebec:					
Quebec <sup>b</sup>	6.00 to 8.00	10.00 to 13.00	7.00 to 8.00	10.00 to 12.00	15.00 to 20.00
Sherbrooke	3.00 to 4.00	6.00 to 10.00	4.00 to 7.00	7.00 to 10.00	10.00 to 15.00
Three Rivers	5.00 to 9.00	7.50 to 10.00	5.00	8.34	10.00
St. Hyacinthe			3.00 to 4.00	5.00 to 7.00	6.00 to 10.00
Montreal	8.00	10.00	7.00 to 10.00	12.00	15.00
Hull	5.00 to 7.00	8.00 to 12.00			15.00
Ontario:					
Ottawa	15.00	20.00	6.00 to 10.00	10.00 to 18.00	16.00 to 22.00
Kingston	2.00		4.00 to 6.00	6.00 to 8.00	8.00 to 16.00
Belleville		3.00	2.50	3.00	5.00
Toronto			5.00 to 6.00	10.00 to 12.00	12.00 to 18.00
Hamilton			6.00	10.00	12.00
Guelph			4.00 to 5.00	6.00 to 8.00	8.00 to 11.00
Brantford <sup>d</sup>			5.50 to 6.00	7.00 to 7.50	8.50 to 9.50
Stratford			4.00 to 5.00	6.00 to 7.00	8.00 to 10.00
London			4.00 to 5.00	6.00 to 10.00	10.00 to 18.00
St. Thomas	6.00 to 7.00	8.00 to 10.00	6.00 to 7.00	8.00 to 10.00	10.00 to 15.00
Chatham	6.00	7.00 to 10.00	5.00 to 5.50	7.00	8.00
Windsor	6.00	6.00 to 8.00	6.00	8.00 to 10.00	12.00 to 20.00
Manitoba:					
Winnipeg	25.00	35.00	15.00	20.00	28.00
Brandon <sup>e</sup>			6.00	10.00	15.00
British Columbia:					
New Westminster	6.00 to 8.00	8.00 to 10.00	6.00	8.00 to 10.00	12.00 to 14.00
Vancouver	8.00	15.00 to 25.00	8.00 to 10.00	12.00 to 15.00	18.00 to 25.00
Victoria <sup>f</sup>			8.00 to 12.00	10.00 to 18.00	15.00 to 30.00
Nanaimo <sup>g</sup>				6.00	10.00

<sup>a</sup> Very fine houses in St. John are occupied by workmen. They generally prefer flats.

<sup>b</sup> Proprietors responsible for all municipal taxes except personal tax.

<sup>c</sup> Average.

<sup>d</sup> Rents are considered at present very high.

<sup>e</sup> Rents at present are considered high and dwellings scarce. A 4-roomed suite of apartments in a central locality, including heat, may be obtained for \$16 per month.

<sup>f</sup> Rents have recently advanced.

<sup>g</sup> Small houses rent for \$6 up to \$10, according to size and location.

The rates paid for board and lodging by workingmen are given in the following schedule:

Locality.	Rates paid.
Nova Scotia—Halifax .....	\$3 to \$4 per week.
Prince Edward Island—Charlotte-town.	\$10 to \$11 per month.
New Brunswick—St. John .....	\$12 to \$16 per month.
Quebec:	
Quebec .....	\$12 to \$20 per month, according to locality.
Sherbrooke .....	\$12 to \$20 per month.
Three Rivers .....	\$12 to \$20 per month.
St. Hyacinthe .....	\$3 per week in hotels, and \$2 and \$2.50 in private boarding houses.
Montreal <sup>a</sup> .....	\$14 per month.
Hull .....	\$3 to \$3.25 for single men; women, \$2 to \$2.50 per week.
Ontario:	
Ottawa .....	Average, \$3.50 a week.
Kingston .....	\$12 per month and upward.
Belleville .....	\$12 to \$14 per month.
Toronto .....	\$3.50 to \$4 per week.
Hamilton .....	From \$3.50 to \$4 per week; women, \$3.
Guelph .....	\$3 to \$3.50 per week.
Brantford .....	\$12 to \$13 per month.
Stratford .....	\$10 to \$18 per month; average, \$13.
London .....	\$3 and \$3.50 boarding houses, \$4 and \$4.50 hotels.
St. Thomas .....	\$13 to \$15 per month.
Chatham .....	\$12 per month.
Windsor .....	\$15 to \$20 per month.
Manitoba:	
Winnipeg .....	\$4.25 to \$5.50 per week.
Brandon .....	\$14 to \$16 per month.
British Columbia:	
New Westminster .....	\$16 to \$25 per month.
Vancouver .....	\$20 to \$25 per month.
Victoria .....	\$20 to \$25 per month.
Nanaimo .....	\$20 to \$25 per month.

<sup>a</sup> In West End, \$18.

As compared with July, 1901, the increase in the cost of living has been about 11 per cent.

JOHN L. BITTINGER, *Consul-General.*

MONTREAL, *October 24, 1902.*

#### UNITED STATES CAPITAL IN CANADA.

The people of the United States are aiding largely in the development of Canada. Within the past year, millions of dollars have been invested here in agricultural and timber lands, mining and manufacturing industries.

Mr. Louis B. Jennings, of No. 62 Wall street, New York, has recently organized the Canadian Steel and Coal Company, capitalized at \$6,000,000. His properties consist of 4,000 acres of iron ore—said to be the most remarkable deposit known—and 3,000 acres of coal lands. He has already made contracts to deliver thousands of tons of iron ore in the United States and Great Britain.

Claus A. Spreckels and W. W. Cook, of New York, have recently made application for the incorporation of the Federal Sugar Refining Company, Limited. This organization is to be affiliated with the United States company of the same name. The capital of the Canadian company is \$6,000,000. Mr. Spreckels claims to have made a discovery in methods of refining which reduces the cost of producing refined sugar \$5 per ton. The refinery will be located in Montreal.

Theodore P. Burgess, president and general manager of the Burgess Sulphite Pulp Company, of Berlin Falls, N. H., a few weeks ago closed a deal with the Quebec department of lands, forests, and fisheries for the purchase of 600 square miles of timber on the Upper St. Maurice River. The sale is an exceptionally good one for the Province of Quebec. Not only will the government be richer by several hundreds of thousands of dollars, but, as the purchasers intend to start lumbering immediately, it will offer work to a large number of men. The Burgess company intends to bring the pulp wood down the St. Maurice to the St. Lawrence River, opposite Three Rivers, where it has secured 2 miles of deep-water beach, and will ship to its mills in Berlin Falls over the Grand Trunk Railway.

Another large American industry has decided to evade the duty of 25 per cent on agricultural machinery and establish itself in Toronto. It will produce thrashing machines and traction engines. The new firm will be known as the American Abell Engine Thrasher Company. It has taken over the Toronto Abell Works. Behind it are two of the largest thrashing-machine manufacturers in the world—the Advance Thrasher Company, of Battle Creek, Mich., and the Minnesota Engine and Thrasher Company, of West Minneapolis—and several wealthy men of the Northwestern States. Their agents have already placed orders for 1,000,000 feet of hard-wood lumber. The new company is to have \$1,000,000 of capital stock; it will employ about 400 men, and next fall will make extensive additions to the present works. The output of the company per annum will be \$1,500,000. This same company will erect a large warehouse and machine shop at Winnipeg, from which point much of its business will be done. The managing director of the company says:

In a comparatively few years, western Canada will be an immense purchaser of agricultural machinery of all kinds. It will not be long before western Canada will buy more agricultural machinery than the western part of the United States. There is more arable land in Canada west of a line drawn north and south through Winnipeg than there is west of the Mississippi River in the United States. This immense section will be developed rapidly, and it will grow good crops. In establishing a manufacturing business on the Canadian side of the line, we feel perfectly independent of tariff laws that may be made in either country. We can do business irrespective of how the lawmakers of one country treat the products of the other.

The Westinghouse Company, of Philadelphia; the Ingersoll Sargent Drill Company, of New York; the Port Huron Thrashing Machine Company, of Port Huron, Mich., and the Deering Harvester Company, of Chicago, are engaged in the location of great plants in the Province of Ontario.

The Oil Exploration Company, of Canada, a new concern, has been incorporated with an authorized capital of \$200,000, with the head office at Walkerville, Ontario.

The Canadian Coral Marble Company has been incorporated, with the head office at Toronto, with an authorized capital of \$500,000, of which, it is said, the largest amount is American. The company is empowered to manufacture a composition known as coral marble, which is used for flooring, etc.

It is stated that as a result of the investigation made by American capitalists in St. Johns, Quebec, an extensive plant for the manufacture of porcelain enameled baths will be established in this Province within a short time. The plant, when erected, will be large enough to supply the entire demand in the Dominion in this line of goods,



which, up to the present, have been almost exclusively imported. The increasing importance of the trade in this country and the demand for sanitary ware, which has rapidly grown, are given as reasons for the establishment of the plant.

The Locomotive and Machine Company, of Montreal, has just been incorporated by letters patent to carry on the business of a foundry, machine shop, factory, engine, structural metal, boat, and bridge-building establishment. The capital stock is \$1,000,000, largely American.

Letters patent have been used incorporating Robert Stuart, of Chicago; Walter Donald Douglas, of Cedar Rapids, Iowa, and several Canadians as "The Northern Cereal Company." The capital stock is \$2,000,000, the majority of which is American.

The meat-packing firm of Swift & Co., of Chicago, recently purchased the property of the Fowler Canadian Company, at Hamilton. A new pork-packing plant is to be erected, which will be larger than any like establishment in the Dominion.

The Haines Piano Company, of Rochester, N. Y., has purchased the old Hess factory, at Toronto Junction. It is enlarging the plant and will employ 200 hands in the manufacture of pianos.

A charter has been granted the Clover Leaf Mining Company with a capital of \$1,000,000. The head offices are at Toronto. A majority of the capital is American.

The Buffalo Forge Company, a \$1,000,000 corporation, which manufactures engines, ventilating wheels, and heating and drying apparatus, has declared its purpose of establishing a branch factory in Canada.

A New York company has in operation in Montreal a large plant which makes lumber fireproof. Its output is readily disposed of.

The American Bridge Company, of New York, has been licensed to carry on business in Ontario at a capital not to exceed \$100,000.

The Globe-Wernicke Company, of Cincinnati, Ohio, manufacturers of school supplies and special lines of furniture, is to establish a plant at Stratford, Ontario. As a bonus, the managers receive exemption from taxation for ten years.

A party of Americans is now in Ottawa preparing to erect a factory for the manufacture of spades, shovels, and garden tools. The capital stock is \$100,000. The promoters take one-half of the stock and Canadians the other half. The company will employ 100 men.

John Critchley, representing the American Actinolite and Asbestos Company, of New York, who is visiting Montreal, says that his company has commenced operations in Hastings, Ontario, by working some actinolite properties, and has already shipped several carloads. Mr. Critchley intends to establish works in Canada to refine the actinolite, which is used in the manufacture of heavy paints.

The Stohl Wagon and Farm Implement Company, of Harrisburg, Pa., will be removed to Toronto within the next month. The company will employ at first 40 skilled mechanics and as many more laborers of minor importance. The president says that they have been induced to remove to Canada by the growing demand for their products—particularly the 4-inch tire wagon—in the Canadian Northwest.

Letters patent have been issued for the Northern Aluminum Company, with a capital of \$500,000, organized for the manufacture of aluminum and other ores. The company has erected a building at

Shawinigan Falls, and is already at work. The capital is largely American.

The Montreal Novelty Company has been established here by New York parties.

Letters patent of the Province have been issued incorporating Frederick William Parsons, of Tarrytown, N. Y., mechanical engineer; Henry Daniel Lawrence, of Sherbrooke, advocate; Ernest Webber Gilman, of Sherbrooke, mechanical engineer; William Rupert Elliott, of Sherbrooke, clerk; Hon. Francis Edward Gilman, of Montreal; Jasper Raymond Rand, of New York, manufacturer, and Fred Alfred Brainerd, of New York, manufacturer, to purchase, manufacture, and sell tools, appliances, and machinery, pneumatic and otherwise, and other articles of similar and cognate character, and motive devices driven by any kind of power for actuating the same; to represent Canadian or foreign manufacturers of and dealers in such articles; to acquire patents, real estate, and water power necessary for the purposes of the said company, under the name of "The Imperial Pneumatic Tool Company," with a capital stock of \$25,000. The capital is nearly all American.

The immense industries of the Clergue Syndicate, at Sault Ste. Marie—iron and steel plants, pulp mills, coke ovens, and nickel mines—have all been established by American capital.

Premier Peters, of Prince Edward Island, has announced an important agreement with a firm of Canadian and American capitalists, which insures for the island the most complete and modern outfit of cold-storage appliances that can be obtained. The capital of the company is \$1,000,000. It pledges itself to establish three cold-storage warehouses, one in each county, with a capacity sufficient to handle all the animal and agricultural products of the island, and to do a certain amount of additional business for Nova Scotia and Newfoundland.

It will further establish at Charlottetown a canning factory, capable of handling all the fruit and vegetables of Prince Edward Island; and at the same place an immense pork-packing and meat-canning establishment, for the whole of the maritime provinces and Newfoundland. It is bound to maintain and operate all the above for thirty years, to expend \$250,000 in the first year, and to pay annually \$40,000 in wages in Prince Edward Island alone. In return, the local government guarantees an issue of mortgage bonds, for which the company is to provide a sinking fund, and grants exemption from taxation, to have effect at once. Monopoly is to be permitted.

An important tobacco firm in Pittsburg, Pa., has written the Dominion statistician for details respecting the cultivation of tobacco in Canada, with a view, if circumstances are favorable, of establishing a large factory for the manufacture of cheroots and "stogies." The firm wishes particularly to ascertain the quantity of tobacco grown here, and whether the quality of the native product will permit of its being used for the desired purposes, as the high duties would doubtless prevent the importation of foreign leaf. A reply has been sent, stating that the consumption per head of the population was in 1899 a little over 2½ pounds; in 1900, 2¾ pounds; and in 1901, 4½ pounds. There is little limit to the quantity which can be grown. In 1871, the production of tobacco amounted to 1,500,000 pounds; in 1881 it reached 2,500,000 pounds; and in 1891 it had grown to 4,300,000 pounds.

Tobacco is grown in Ontario and Quebec, and it is reported that the climate of British Columbia is also suited to its production. The opinions of experts as to the character of the native tobacco are also submitted.

The International Harvester Company is erecting a plant at Hamilton, and will employ 1,500 hands.

The Altman-Taylor Implement Company, of Peoria, Ill., will soon establish a branch in Canada.

The Canadian Woolen Mills Company, at St. Hyacinthe, has passed into the hands of American capitalists, who will hereafter operate the industry.

The Laurentide Pulp and Paper Company has an immense plant and has built up around it the thriving town of Grand Mere. The company was organized five years ago and has been prosperous from the beginning.

The latest announcement in connection with the incoming of foreign industries is the news that the International Paper Company, a gigantic concern, is about to utilize the areas it has secured in the Three Rivers district and establish pulp mills in that portion of the country. It has not yet been decided how soon the company will begin actual operations, but it will be within a year or two at the outside. The company already has a sawmill at Three Rivers, with a capacity of 3,000 logs daily, and a cutting-up plant which can handle 2,500 logs per day. At Bastican, it also has a big preparing plant.

The manager was in Canada a short time ago and secured 197 square miles of timber on the St. Maurice River, near Three Rivers. This brings the company's holdings in Canada up to the immense area of 1,900,000 acres of spruce lands. In the United States, the company owns in fee simple 900,000 acres, and has contracts for 225,000 more, so that all told, it is said to control about 3,025,000 acres of spruce.

According to the manager, the lands owned by the company on the Bastican and St. Maurice rivers, in the Three Rivers district, are easily accessible, and the facilities for boat and train service are unexcelled.

Many American syndicates have been looking over the ground in Canada during the last few months. A significant fact to those connected with the paper industry is that the largest of these syndicates, the Gres Falls Company, is controlled by men prominent in the International Paper Company. The Gres Falls Company was organized in April last, and owns water power and extensive spruce limits at Three Rivers. The company is capitalized at \$500,000, and it is said to be the intention to develop the industry at once.

The investments made by Americans in agricultural, grazing, and timber lands amount to many millions of dollars. Only recently, a Columbus, Ohio, syndicate purchased 600,000 acres in the Northwest Territory. A Minneapolis and St. Paul syndicate has purchased a much larger area, and is promoting emigration from the Western States to the Canadian Northwest, to which over 50,000 settlers have gone during the present year.

Canada is also showing wonderful enterprise in self-development. People are throwing off their conservatism. When industrial openings are presented to them they no longer take a year for consideration, but investigate promptly, and when satisfied, invest liberally.

JOHN L. BITTINGER, *Consul-General.*

MONTREAL, *October 22, 1902.*

## BRITISH COLUMBIA.

## VANCOUVER.

Owing to very serious labor troubles in the mining districts of this Province, the increase of business anticipated in my report of last year has not been fully realized. For about five months, most of the mines in the Kootenai district were closed on account of these troubles. The difficulties between the mine owners and the miners were, however, finally adjusted in the month of September, and the shipments from that district for the calendar year 1902 will largely exceed those of the year preceding.

The coal and coke industry at Fernie, in the Crows Nest Pass, was crippled during a period of about three months, owing to an explosion in the mine, which caused the death of 140 of the miners. Some labor troubles added to the difficulty. The smelters all felt the effects of the shut down at Fernie, some of them, on account of the lack of coke, being obliged to cease work. Happily, these difficulties have been adjusted and the mines in the Crows Nest Pass are now shipping more coal and coke than ever before. The narrow-gauge railroad from Lethbridge south has recently been changed to standard gauge; and it is stated that from this time on 15 trains of coal and coke will pass southward from Fernie and vicinity daily, en route to markets in Montana, Idaho, and eastern Washington.

The timber industry has been improving throughout the year, and the prohibition placed upon the export of logs cut from Crown lands has resulted in the establishment of new sawmills and shingle mills here, in many cases by citizens of the United States. The lumber trade would have been greater, if a larger number of men could have been obtained to work in the mills and in the woods. The output, also, would have been larger, if additional transportation facilities had been available. There has been a considerable shortage of railway cars to carry shingles to eastern Canada and the United States, and lumber to eastern Canada. The number of vessels offered for charter has not until recently been equal to the demand. Now, owing to the short crop of wheat, there is a surplus tonnage available at low freight rates.

The fishing industry has resulted in a very small pack in this Province, being only a little more than 250,000 cases, against about 1,000,000 last year. It was stated in my report for 1901 that the canners were likely to reduce their pack this year, for the purpose of clearing the market and raising prices, but the fish took the matter into their own hands. The run was so small that there was no need of any effort on the part of the owners to reduce the output. Prices are good; the combination of canners has resulted in economy of packing expenses, and a good profit has probably been realized.

Agriculture has been very successful during the year. There is a constantly increasing area of land under cultivation, and better methods of cultivating, packing, and shipping the products are being introduced, especially is this the case with fruit.

The total exports and imports from this consular district are given in the tables following:

*Imports, exports, and revenue for the port of Vancouver during the fiscal years ended June 30, 1896 to 1902.*

Year ended June 30—	Exports.	Imports.	Duty collected.	Other revenue.	Total revenue.
1896.....	\$1,048,402	\$1,320,271	\$301,627	\$50,751	\$352,378
1897.....	1,321,198	1,900,818	390,981	66,626	457,607
1898.....	1,114,200	2,983,351	608,253	59,598	667,846
1899.....	911,251	3,111,650	690,754	73,387	764,141
1900.....	2,484,744	3,877,173	841,258	62,857	904,140
1901.....	2,756,965	4,271,666	900,564	91,898	992,462
1902.....	3,383,530	4,188,000	980,433	159,148	1,139,581
For 5 months, July 1 to Nov. 30, 1902.....	1,254,483	2,514,063	520,925	76,091	597,016

*Imports and exports at Roseland, Nelson, and New Westminster for the year ended June 30, 1902.*

	Imports.	Exports.
Roseland.....	\$449,643	\$2,609,224
Nelson.....	1,043,374	1,800,996
New Westminster.....	644,841	5,276,619

*Wages and hours of labor in the Vancouver building trades.*

Trade.	Wages per day.	Hours per day.	Trade.	Wages per day.	Hours per day.
Carpenters.....	\$3.00	a 9	Masons.....	\$4.50	.....
Shinglers.....	3.00	a 9	Builders' laborers.....	2.70	.....
Joiners.....	3.00	a 9	Scaffolders.....	2.70	.....
Stair builders.....	3.60	a 9	Ordinary laborers.....	2.00	9
Lathers.....	2.70	a 8	Excavators.....	2.05	.....
Plasterers.....	4.00	8	Quarrymen.....	3.00	.....
Painters.....	3.00	9	Derrick men.....	3.15	.....
Glaziers.....	1.70	10	Powder men.....	3.15	.....
Gas and steam fitters.....	3.80	9½	Stone drillers.....	3.15	9
Plumbers.....	4.00	9½	Stonecutters.....	4.00	9
Slate roofers.....	3.00	9	Mining employees:		
Metal roofers.....	4.00	9½	Miners.....	\$3.00 to 3.50	9
Felt and gravel roofers.....	4.00	9½	Helpers.....	2.00 to 2.50	9
Galvanized iron workers.....	4.00	9½	Laborers.....	2.00 to 2.50	9
Tinsmiths.....	3.20	9	Blacksmiths and mechanics.....	3.00 to 5.00	9
Bricklayers.....	4.50	.....			

a Five hours on Saturdays.

#### THE BUSINESS OUTLOOK.

Crops in Manitoba and the Northwest Territories have been larger than in any previous year, and large quantities of wheat, flour, and dressed hogs from those regions are being shipped through this port to Australia, China, Japan, and South Africa.

The shipment of the products of the plains to and through this Province creates a market there for lumber, shingles, and other products of British Columbia; but at present the mills are embarrassed by lack of a sufficient number of cars to transport their products to the markets in eastern Canada and the United States, and by the short supply of logs, due to the scarcity of laborers. It is believed, however, that every possible effort is being made to increase the rolling

stock of the railway, so as to prevent further embarrassment from lack of transportation facilities.

The following extract, from a recent editorial in the *Daily News-Advertiser* of this city, voices a complaint constantly heard here:

There is, however, one matter which at present is considered a serious drawback to the legitimate extension of their business by the wholesale firms in Vancouver, and we are led to believe that they intend to take active steps to resist what they consider is unjust treatment by the Canadian Pacific Railway Company, and an unfair discrimination against Vancouver in favor of Winnipeg. Under the existing railway schedule of rates, the dividing line between the two places is Laggan—that is to say, goods can be shipped from Winnipeg to Laggan at the same rate of freight that is charged from Vancouver to Laggan, although the latter distance is only about half that of the former. The railway company claims that the haulage over the mountains is much more costly than over the prairie; hence the apparent discrimination against Vancouver. The merchants do not admit the justice of that contention, and demand that Calgary shall be the dividing line, so that they may have a reasonable opportunity for competing for the business in that section. Even with this great obstacle in the matter of freight rates, Vancouver houses have built up a considerable trade, and with the change in freight rates which would follow the substitution of Calgary for Laggan as the dividing line, their business would doubtless be largely extended.

The number of persons employed in industrial establishments is larger than at any previous time, and the disbursements for labor are correspondingly heavy. There is a great demand for men experienced in lumbering, and fear is expressed that some of the larger mills may have to close down for lack of logs.

The customs returns, the clearing-house reports, and other statistics clearly indicate that the business of Vancouver and of the province is rapidly increasing.

The progress in agriculture has been considerable. The products of the farm and the orchard are larger than ever before, the home market is greater, and the prices realized show that the condition of the farmers and ranchers is very favorable.

The wholesale business of Vancouver is now very large. Vancouver houses supply nearly the whole province, and in some articles, especially oriental products, eastern Canada to a considerable extent. A quantity of merchandise is also furnished by merchants of this city to the Yukon country, and a less amount to Alaska.

The large immigration into the Canadian Northwest Territories is having a stimulating effect upon the markets here, especially in lumber and shingles.

There has been a continued demand for men and material in the building trades. The supply of timber has not always been equal to the demand, and building operations have been delayed in consequence; nevertheless, more business blocks have been erected in Vancouver during the past season than during any two preceding years. Many substantial dwellings have also been constructed. All men skilled in any department of building have had constant employment.

#### TRADE WITH THE YUKON.

The agent of the Dominion government reports that in the year 1898 only 10 per cent of the Yukon traffic was Canadian, while for the year ended June 30, 1902, the amount was 67 per cent; but much of the merchandise shipped from here and other Canadian ports to the

Yukon originated in the United States—just how large a proportion it is impossible to ascertain.

Canadian statistics show that for the last fiscal year the aggregate shipments by the ocean route and the Yukon River were \$654,558 worth of American goods as compared with \$612,406 for Canadian merchandise, while by the Skagway, White Horse Railway, and Upper Yukon route there were shipped Canadian goods to the value of \$3,109,187, and merchandise from all other countries to the amount of only \$1,192,361. The White Pass Railway is about to remove its headquarters from Seattle to this city, giving as a reason, that the larger portion of its traffic is Canadian, and therefore its principal offices ought to be at a Canadian port.

The value of goods arriving in Dawson during September was: Via White Horse, \$1,146,201; via St. Michael, \$165,145; total, \$1,311,346. Customs collected during September, 1902, amounted to \$72,167; customs collected during September, 1901, \$47,203; increase, \$24,964, or 53 per cent. The origin of these goods was as follows: Canadian, \$956,776; United States, \$342,577; other countries, \$12,993; total, \$1,311,346. Vancouver reports that September was an exceptionally prosperous month in shipments to the Yukon. There were shipped to Dawson by Skagway and St. Michael during the season of 1902, up to October 13, 24,469 tons of merchandise.

#### TRANSPORTATION.

As mentioned elsewhere, there is a great shortage of cars to move eastward the products of the lumber and shingle mills. It is understood, however, that this difficulty will soon be met, as the Canadian Pacific Railway Company is manufacturing a large number of new freight cars.

A bridge across the Fraser River at New Westminster is now being built. It is expected that it will be completed in about eighteen months. When this bridge is finished, the trains of the Great Northern Railway will run into Vancouver. At present, passengers and freight for this line go by tramway to New Westminster, where they take the ferry across the river to the train. The extension of the line to this city will be of great benefit to local trade.

The Kettle River Valley road has been completed to Grand Forks, in this province, where it connects with the Canadian Pacific Railway and the Victoria, Vancouver and Eastern Railway. Both the K. R. V. Ry. and the V. V. and E. roads are extensions of lines in the United States, and they will open markets to our people that have heretofore been controlled by the Canadian road. The V. V. and E. is pushing westward from Midway, in the boundary district, and it is hoped that it will reach Vancouver at an early date. The completion of a road from this city to the boundary country would be of great advantage to Vancouver.

Another charter has been granted for a railway from Vancouver to the boundary country. The Canadian Pacific Railway Company has also surveyed a route from Midway to Vancouver, and may commence building at any time. One of the proposed roads is almost certain to be built soon. A road from here to the boundary country would not only open a great market for this city, but would also result in the

development of a very rich territory, now lying idle for the want of transportation. It would also furnish a shorter route to eastern Canada, to eastern Washington, and to the Eastern States.

The boundary and Similkameen regions abound in minerals; and large fields of bituminous coal of most excellent quality, and a very considerable extent of agricultural land as well, will be tapped by the completion of either of the projected roads.

A branch of the Great Northern Railway has now been completed to Fernie, furnishing greatly improved facilities for transporting coal and coke from that vicinity to points in Montana, Idaho, and eastern Washington. The changing of the road from Lethbridge south from narrow to standard gauge enables the coal companies at Fernie and other points to ship their coal and coke to Montana and other points without transshipment at Lethbridge, as has heretofore been necessary.

Since my last report, a railway has been constructed from this city to Steveston, on Lulu Island, a distance of 17 miles. This road runs nearly the whole distance through delta lands (alluvial soil), upon which very large crops are harvested. Heretofore, the products of farms on the island were either hauled in wagons to this market or brought in small vessels. Steveston is the headquarters of a very large number of the salmon fishermen. There are also numerous canneries there, so that the road proves of great value to many people and to extensive interests.

A railway from New Westminster is projected, called the New Westminster, Vancouver, and Yukon Railway. It is expected that work upon this line will be commenced at an early date.

Announcement has recently been made that the Grand Trunk Railway will immediately commence the construction of a new transcontinental railway, which will reach the Pacific Ocean near the northern boundary of British Columbia. This road will traverse a very rich country that is now wholly undeveloped. Fertile lands of large area will be opened for settlement, immense tracts of fine timber will be exploited, and new mining districts which have thus far been seen by only a few of the most daring prospectors will become available. The proposed railroad will open a shorter route to the East for the products of Alaska and the Yukon territory. If Port Simpson, or some other port in that vicinity, is made the western terminus, it will become an important center, as it will be 700 miles nearer to the Orient than any other port upon this coast. The new port will also be convenient for shipping to the East the products of Bering Sea and other northern fisheries.

A charter has also been granted for still another road—the Canadian Northern. It is stated that about 400 miles of the eastern portion of this line have already been graded. The Canadian Northern is projected to reach the coast at Seymour Narrows, or at some point in that vicinity, cross by bridge to Vancouver Island, and there connect with the Esquimalt and Nanaimo Railway, which will be extended to meet it, thereby making Victoria the western terminus of the new road. Unquestionably, the undeveloped natural wealth of the northern portion of the province justifies the building of both these roads.

A road from Republic, Wash., to Grand Forks, B. C., has been built and is now being used to transport Republic ores to the smelters in the Boundary district.



## FISHERIES.

*Salmon.*—The salmon pack this year was only a little more than one-quarter of that of last year. But the London, England, price is said to have advanced about \$1.50 per case, so that business has probably been profitable.

A new hatchery is under construction, which will have a capacity of 25,000,000 fry per annum. This, with the two now in use, will liberate every year about 56,000,000 young salmon in the upper waters of the Fraser River. The people in the State of Washington would be glad to contribute to the propagation of the fish, to keep up the supply in the Fraser, as the catch on the northwest coast of Washington consists very largely of salmon spawned in that river. It is not possible for the State of Washington to secure the privilege of erecting and maintaining a hatchery upon Canadian soil, but it is possible for the cannery upon our side of the line to combine with those on this side and bear a part of the expense of operating one or more large hatcheries.

*Halibut.*—The New England Fish Company now has two large iron steamers engaged in taking halibut in the open sea in the vicinity of Queen Charlotte Islands. The fish are packed in ice here and sent to Boston by fast express. This company continued fishing during every month of last year, instead of suspending operations for three or four summer months, as heretofore. The result has been the shipment of about 5,000,000 pounds of fresh halibut to Boston during the past twelve months. In November last, this company shipped 29 carloads of halibut.

*Other fish.*—A plant has been established here recently for the canning, salting, smoking, and drying of fish. It is expected that considerable quantities of Bering Sea codfish will be salted and dried here.

*Sardines.*—Attention has lately been called to the canning of sardines by the success which has attended the recent establishment of that industry upon Puget Sound. The adjacent waters are said to abound in small fish, claimed to be true sardines, and in small herring such as are canned as sardines on the Atlantic coast.

The Canadian Government has removed the duty from cotton-seed oil when used for curing fish, which facilitates the establishment of the sardine industry here. The high tariff upon canned sardines would insure the market of the whole of this province to a sardine factory at this port; indeed, it should insure the market as far east as Winnipeg.

## MINING.

*Tax on minerals.*—A provincial tax of 2 per cent is laid upon the assessed value of all ore or mineral-bearing substance produced from lands in the province. In case of any mine failing to produce ore to the value of more than \$5,000 one-half of this tax may be refunded. In the case of placer or dredging claims that produce less than \$2,000 in a year, the whole amount of the tax may be refunded. There is much complaint regarding this tax. Most of the mining properties in the province produce low-grade ore, and it is asserted that many mines are not worked because of this burden. Persons interested in mining insist that the tax should be placed on the net profits of the mine and not upon the gross output. It is probable that a determined

effort will be made to have the present law changed by the local parliament at its next sitting.

*Labor troubles.*—Notwithstanding their long period of idleness (about five months) owing to labor troubles, the mines of Rossland have shipped a considerably larger amount of ore during the past year than they did during the preceding twelve months.

*Low prices.*—The low price of silver, copper, and lead has depressed the mining industry in this province. The people are hopeful, however, that prices will advance soon and that new impetus will be given to the industry.

*Zinc.*—Zinc ores are abundant in the Slocan district. It is reported that the smelter at Iola, Kans., has recently had representatives at Slocan making contracts for zinc ores. If there is no duty upon zinc ore entering the United States, large shipments will probably be made. One of the zinc mines has been making remunerative shipments to Antwerp, Belgium.

*Lead.*—The supply of manufactured lead is imported into Canada from the United States and Europe. Some persons advocate placing an export duty upon the manufactures of lead, with the expectation that this will result in the establishment of manufactories in the Dominion, thereby creating a market for the product of the mines. Electrolytic lead refining is proving a success at Trail, B. C. Others oppose an export duty, claiming that the smelters and not the mine owners would be benefited. The claim is made that lower rates for freight and treatment and better prices for lead bullion can be realized through competition. It is said that the smelter at Spokane offers a rate of \$9 per ton for freight and treatment, as against \$15 charged by the Trail smelter. There is no question that the mines now developed can produce many times as much lead as can be consumed in the province.

*Copper, silver, and gold.*—The product of gold, silver, and copper has been about the same as in 1901. The output of the hydraulic and placer gold mines has been smaller on account of a lack of water in some sections, while the product of the lode mines has somewhat increased.

*Mining machinery.*—Nearly all the mining machinery used in British Columbia is manufactured in the United States, notwithstanding the fact that the preferential tariff gives Great Britain 33½ per cent advantage in the rate upon most of the equipment of the mines. It is asserted that English manufacturers do not canvass the market or manifest an interest in the mining industry by investment to the extent that Americans do. Others attribute the preference for American machinery to the fact that it is better adapted for the work.

*Roads.*—The mountainous character of British Columbia makes it a difficult and expensive country in which to develop mines. The great obstacles are the cost of roads, both wagon and rail, and the great expense of getting supplies of all kinds to points where they are needed.

*Coal.*—The great strike of the miners in the Pennsylvania district has had no appreciable effect on this province.

There is one anthracite mine in this province. It furnishes a limited supply of excellent coal (about 2,500 tons annually), which is sold at retail in Vancouver at \$8 per ton. This is a free-burning coal, similar to the Franklin, and burns to an ash without forming clinkers.

The fuel used in British Columbia, beyond the small supply of anthracite, consists of bituminous coal and of wood. The coal is of excellent quality, and the supply abundant. The kind used for domestic purposes retails at \$6.50 per ton; it is delivered in sacks. With the opening of a railway to the Similkameen country, a further supply of this fuel will be within competing distance.

Bituminous coal could be supplied at Vancouver at a lower price, were it not for the fact that it has to be transported from the mines to the wharves on Vancouver Island, then transshipped on vessels which bring it across the Gulf of Georgia, a distance ranging from 40 to 80 miles. The extra handling and the consequent breaking of the coal adds greatly to its cost.

It is estimated that from 225,000 to 250,000 tons of coal are consumed annually for domestic purposes and by the manufacturing establishments and steam vessels at Vancouver and vicinity.

In the coal areas of British Columbia, the quality of the product ranges from lignite to anthracite. There are four groups of mines: First, the Crow's Nest Pass group; second, the Vancouver Island group, consisting of the mines at Nanaimo, Ladysmith and vicinity, and those at Comox, which are estimated to be over 300 square miles in extent; third, the Queen Charlotte Island group, where both anthracite and bituminous are found, the anthracite comparing favorably, it is said, with the Pennsylvania coal, but is situated so far from the coast that it is not at present available; fourth, the coal fields in the Similkameen country, now undeveloped, but likely to be reached by railroad within a year or two.

The provincial minister of mines reports that during the year ended December 31, 1901, 1,460,331 tons of coal were mined in this province, valued at \$4,330,993. Canada consumed 413,705 tons of British Columbia coal during the year 1901, the United States 985,197 tons, and all other countries 18,966 tons. In the same period, 80,154 tons of coke produced in this province were consumed in Canada, and 47,379 tons were taken by the United States. The mines in the Crows Nest Pass produced during the year ended June 30, 1902, 475,837 tons of coal and 112,747 tons of coke.

The shipping of coal from Vancouver Island to San Francisco has been considerably diminished in consequence of the use of petroleum as fuel in the Pacific States.

Coal-mine owners of British Columbia have an advantage over those in the United States, inasmuch as they employ at low wages a large number of Japanese and Chinese laborers.

Recently, the Hon. James Dunsmuir has acquired ownership of all the mines on Vancouver Island, with a single exception.

The figures for the calendar year, when made up, will probably show a slight decrease in the shipments of both coal and coke from the mines on Vancouver Island and a very large increase from the Crows Nest Pass.

Douglas fir furnishes the main supply of wood for fuel. There are no hard woods in this vicinity. Cord wood retails at \$5.50 per cord.

*Iron.*—Both magnetic and hematite iron ores exist in abundance at numerous points in this province. One mine on Texada Island is making regular shipments to Puget Sound. No iron smelters have yet been established in this province. During this season large deposits of rich hematite iron ore have been opened in the Kootenai

district. It is stated that one of these mines has recently been sold for \$1,000,000, and that the purchasers will soon install the necessary plant to produce pig iron.

#### MARBLE AND OTHER STONE.

There are considerable deposits of excellent marble in British Columbia. The only market is the United States, but the owners say that the duty prevents their shipping to it at a profit. One mine, where iron is the chief product, quarries marble, which is calcined, making excellent lime. This mine makes large shipments to the Hawaiian Islands, in addition to supplying the home market.

Fine granite and a very good quality of sandstone abound in the vicinity of Vancouver. They are used for many of the business blocks here.

#### BRICKS.

A very fair quality of red bricks is produced here. Fancy bricks are imported from Seattle. There seems to be an opening for the manufacture of stoneware, drain pipe and tile, terra cotta, and fancy bricks. Clay of excellent quality exists in abundance, some beds lying alongside tide water.

#### PROPOSED LABOR ARBITRATION.

At the last session of Parliament, a bill was introduced for the settlement of labor disputes by arbitration. The minister said he would not ask for the passage of the bill at that session, preferring to submit it for the consideration of Parliament, the people, and the railway companies and their employees. It is expected that it will be brought forward at the next session and its passage urged.

The measure declares strikes and lockouts illegal, and provides seven boards of arbitration, one for each province (the Northwest Territory is grouped with Manitoba), with a central board at Ottawa. In case any railroad declares a lockout, it becomes liable to a fine equal to the amount of salary, wages, or other remuneration (computed for the period covered by such lockout) which would have been paid such employees if they had continued to serve the company; and it shall also forfeit to each of said employees a sum equal to double the amount of such salary, wages, or remuneration.

Any employee who goes on strike shall be liable to a fine equal to the amount of his salary, wages, or remuneration (computed for the period covered by the strike) which but for such strike would have been payable to him if he had continued to serve the company in accordance with the terms of his hiring.

It is made an offense for anyone to incite a railway company to declare a lockout or to incite any employee to go on strike.

Provision is made for selecting the members of the several boards, and their powers and duties are defined. A penalty is imposed of not less than \$100 or more than \$1,000 for each day that any railway company fails to comply with the award. The bill provides that there shall be no appeal to any court from the decision of a board of arbitrators.

A suggestion recently made is that each union shall become incorporated and accumulate sufficient capital to make the body responsible for the breach of any contract it may make with the employers. This proposition is attracting considerable attention among workingmen. Just how the capital of the proposed organizations shall be used or invested is the point likely to create the greatest difficulty.

For several months this year, the trackmen or "maintenance of way men" of the Canadian Pacific Railway were on strike, demanding an increase of pay for foremen from \$1.50 to \$2 per day and of section men from \$1.10 to \$1.50 per day. The company and men agreed, in April last, to submit the question to arbitration. The arbitrators made an award fixing the pay of foremen at \$1.80 per day and of section men at \$1.32 per day. Both parties accepted the award, and the strike, that had caused much loss to both employer and employed and great inconvenience to travelers and shippers, came to an end.

Two weeks ago, the employees of the Vancouver Telephone Company went on strike, demanding increased wages, shorter hours, and many other changes in the terms of their hiring. The company immediately took steps to supply the places of the strikers with nonunion employees, and the service is now being performed by these. Negotiations are going on between the company and the union, and threats of a general strike of the union employees in other enterprises are made. As I write, rumor reaches me that the telephone strike is about to be settled through concessions by both parties.

#### IMMIGRATION INTO NORTHWEST CANADA.

The large immigration from the United States into the Northwest Territory is overflowing into the eastern portion of British Columbia. There are considerable quantities of government land available for settlers. This land is sold on very reasonable terms. In the mining districts, there is always an excellent market for the products of agriculture, and immigrants who secure favorable locations can do well there; although I am doubtful if there is a better opening for settlers in British Columbia than is afforded by the adjacent States of the Union.

#### CAUTION TO INVESTORS.

I deem it my duty to speak a word of caution regarding investments in mineral properties in this province without first making a thorough examination as to their value. I observe that some properties which have not been developed to any extent are being largely advertised with a view to selling stock. These "prospects" may eventually become valuable mines, but the investor now takes the chance of losing every dollar expended in the purchase of shares. If investors will make inquiry through this consulate, I shall be glad to procure for them all available information regarding any particular property. The minister of mines and the provincial mineralogist have examined most of the properties in the province and are well informed as to their value, present and prospective. They may be addressed at Victoria, the capital of the province. A stranger contemplating an investment would do well to consult these officers.

## TOBACCO.

At present, there is very little tobacco grown in this province, although it is claimed that the climate and soil are favorable to the growth of an exceedingly fine quality of this plant. There is one farmer in the Okanagan Valley who has 14 acres in tobacco. During the past season, a portion of this acreage was planted with seed of the "walijo baca" tobacco, which was obtained direct from Cuba. Although this tobacco is a small plant, 1,200 pounds were harvested from a single acre. The owner of this farm estimates that with the larger kinds, such as are grown in the Connecticut River Valley, 2,500 pounds could be produced on a single acre. The tobacco seems to be of a quality much superior to that grown in eastern Canada; it is claimed that this is due to the large amount of alkali in the soil. The tobacco farms in the interior are irrigated. A portion of the farm mentioned is growing tobacco under cheese cloth, with excellent results. Undoubtedly this will become an important industry in this province.

## HOPS.

But little attention is paid at present to the growth of hops, although the yield is large and the crop of excellent quality. Each year adds slightly to the acreage devoted to this industry. There is a home market for all hops that are grown here, and a considerable import from the States of Washington and Oregon as well.

## GAME.

British Columbia is a paradise for sportsmen. Salmon, trout, and bass invite the angler, and he may find well-stocked streams, ponds, and lakes in all parts of the province. Caribou and deer are plentiful from the coast to the eastern boundary. Bears are found in all sections, and in the interior the cougar, or mountain lion, is said to exist in large numbers. These wild animals are supposed to kill many hundred deer each year. The delta of the Fraser River has been stocked with English pheasants, which have multiplied to an extent that warrants an open season of two months to the gunners. A considerable number of quail, both the bobwhite and California, have been imported. These birds have been increasing so that it will soon be safe to have an open season. Grouse of at least two varieties are found in abundance. Millions of sea fowl of many kinds are found along the coast, and prairie chickens in large numbers exist in the interior.

## SEWAGE DISPOSAL.

The septic-tank system of sewage disposal, introduced here about two years ago, has given great satisfaction. I lately visited a tank which disposes of the sewage of a district having 5,000 inhabitants, and found no odor arising from it; the overflow appeared as clear as pure water. Although this tank has been in operation for two years, the deposit of ash in the bottom is less than one inch thick.

## CONCLUSION.

British Columbia unquestionably has a great future. The province has untold natural wealth. Only men and money are needed to develop its abundant resources. Capital and labor are both seeking employment here in an increasing ratio year by year, and the opportunities for both are inviting. The development of British Columbia will add largely to the commercial prosperity of our Pacific coast. At present, a very large proportion of the food supply, nearly all the mining tools and machinery, and most of the fruit and wine, come from the nearby States. The railroads building and projected will add very largely to the trade between British Columbia and the Pacific States.

The people of this province are making strenuous efforts to secure laws which will prevent oriental laborers from entering British Columbia. If these efforts meet with success, the lumber, coal, and some other industries of adjacent States will be more evenly matched with similar industries on this side of the boundary than they are at present.

L. EDWIN DUDLEY, *Consul*.

VANCOUVER, *December 15, 1902.*

## VICTORIA.

No new railway lines have been constructed on Vancouver Island during the past year. Transportation facilities remain the same as stated in my last annual report, except that a freight barge now runs between Sidney (the terminus of the Victoria and Sidney Railway) and the mainland, and a daily steamer has been put on between Sidney and Nanaimo, touching each way at Ladysmith and Crofton, the two new mining towns on the east coast. There is also a semidaily service from Victoria to Puget Sound cities, a daily steamer to and from Vancouver, and a freight barge connecting with the Canadian Pacific Railroad at Vancouver, and the Esquimalt and Nanaimo Railway at Ladysmith. There has been no improvement in transportation on the west coast, although an increased subsidy has been granted by the Dominion government.

The marked decrease in the trade of Victoria with the Yukon is said to be largely caused by the rates on the White Pass Railroad, which, it is claimed, favor large shippers. These shippers are all American companies, which have their headquarters in Seattle or San Francisco and make most of their shipments from Puget Sound, on American bottoms and at rates which can not be met by the Canadian transportation companies.

Although capitalists from the United States have secured claims and are working mines on the west coast of Vancouver Island, there has, as yet, been no appreciable increase of trade with Victoria on that route, owing largely to the reduced price of copper ore.

## LOCAL IMPROVEMENTS.

With one exception—the Point Ellice bridge—the improvements indicated in my last annual report have all been carried into effect. The new High School has been completed, and is in keeping with the

other fine school buildings in Victoria. The paving of Government street, the principal thoroughfare of the city, with improved Nicholson pavement, at a cost of \$30,000, has been done in a most substantial manner, and renders more attractive the business portion of Victoria. Several important private buildings have also been erected, at a cost of \$150,000.

The most important improvement in Victoria during the past year is the construction of the causeway across James Bay. This causeway forms a continuation of Government street, to the Parliament buildings, and will effect the reclamation of the mud flats, which from time immemorial have been a source of great discomfort to local residents. The estimated cost of the whole undertaking is over \$100,000. Construction was commenced last fall, and is still in active progress. The work is being done by the city, by day labor, and, it is expected, will be completed before 1903.

Dredging operations are now in progress in the harbor, and the material removed is being used for reclaiming the 10½ acres of flats on the east side of Government street.

Since the beginning of work on the causeway, the city council has decided to extend the reclaiming wall one block westward on the south. This wall is to have what will be known as the Paardeberg Gate (in commemoration of the battle in South Africa, where several Victorians fell), with a broad flight of steps leading from the roadway to the water's edge. This feature will give the wall a fine appearance. The providing of a wide esplanade in front of the steps, will also add to the beauty of the Parliament buildings. The steps and wall, too, will be built in conformity with the design of the latter. This addition will add nearly \$10,000 to the cost of the general scheme of improvement.

Nearly \$450,000 has been expended on public and private improvements in the past twelve months, something unprecedented in the history of Victoria. One of the new buildings is the government house, the official residence of the lieutenant-governor, which was erected at a cost of \$30,000.

Victoria, during the present year, has been visited by tourists from the United States in larger numbers than ever before, and both the local authorities and residents have exerted themselves greatly to enhance the attractions of the city.

#### MINERAL EXPORTS.

As indicated by the report of exports from this district for year ended June 30, 1902, there has been a falling off in coal shipments during that period. This decrease is principally due to the unsettled state of the coal market in California, owing to the introduction of fuel oil for manufacturing purposes.

In spite of these conditions, however, the Nanaimo coal mines have been worked steadily, and the gross output to June 30, 1902, was 529,673 tons, of which 368,285 tons was for foreign shipment, 332,437 tons going to the United States. The Alexandra mine at South Wellington has been closed down during the year, and the output of the Extension mines reduced, both due to decreased demand in California. The mines of Texada Island have, however, been shipping more freely; 560 tons of gold and copper ore and 3,271 tons of iron ore have gone to Puget Sound. Greater attention is being paid to metalliferous mining on the island, and the establishment of two smelters



on Vancouver Island has given quite an impetus to its development. A number of new properties have been opened up and prospecting is being more actively engaged in than for some years.

Railway connection with Alberni, while not yet accomplished, is still holding the attention of local boards of trade, and the project is being pushed forward as vigorously as possible. A survey party, under the direction of an engineer appointed by the government, has started to explore another line north from Nanaimo via Cameron Lake to Alberni. This route is regarded most favorably, as it would be shorter than the one formerly proposed, through the center of the island. It would tap an equally well-defined mineral region, and provide more direct and rapid communication with the west coast.

#### IMPORTS AT NANAIMO.

The following are the imports at Nanaimo from all sources:

Free goods.....	\$46,787.00
Dutiable goods.....	312,951.00
Total imports.....	<u>359,718.00</u>
Duty collected on above imports.....	85,396.81

The exports from Nanaimo were as follows:

Domestic product or manufacture.....	\$3,594,167.00
Foreign product or manufacture.....	7,799.00
Total exports.....	<u>3,601,966.00</u>

A project looking to the establishment of a direct steamer service between Nanaimo and Puget Sound has been started by the Nanaimo Board of Trade. Nothing definite, however, has been accomplished as yet, owing chiefly to the difficulty experienced in interesting the shipping men on the sound and the merchants of that district in the trade now being done and the possibilities of its expansion.

#### LUMBERING.

The lumbering interests of the Chemainus district, controlled exclusively by the Victoria Lumber and Manufacturing Company, are in fine shape. This company has a fully equipped mill of 350,000 feet per day capacity, and is putting in an extensive shingle mill and dry kilns, which will be in operation by November 1. It has established direct freight communication with the mainland, both by a Canadian Pacific and a Great Northern Railway ferry system. The company is also extending its logging railroad, a standard-gauge system, well into its timber limits, and its logging industry is one of the largest of the Pacific coast. The stock of the company is held almost wholly by American capitalists. The managers are all Americans. The company's shipments for the year ended June 30, 1902, have been 28,000,000 feet foreign and 7,000,000 feet domestic; 16,000,000 feet of the foreign shipments were on American bottoms. Not having its shingle mill completed, the company shipped its cedar logs to American mills in the State of Washington; these shipments during the past year have amounted to 4,000,000 feet.

Lumber shipments from Chemainus, for the year 1901, amounted to 66,350 tons measurement and 7,971,340 feet. The entire lumber cut of the province was 184,079,980 feet—less than the previous year.

The tonnage of the American vessels entering and clearing at Chemainus agency last year was 77,561 tons. By the last of the year ending June 30, 1903, that port will probably show a large increase of business.

#### TRADE AT LADYSMITH.

The port of Ladysmith, 7 miles north of Chemainus, and the shipping point for the Wellington Colliery Company, has shown remarkable growth during the past two years. Its coal shipments, however, have been curtailed by two severe accidents to the mines, and also by the introduction of oil fuel into the California market, as above stated. The exports to the United States have been 232,000 tons of coal; 35,000 tons were consumed locally. The ore shipments have been light, as there are smelters on the island. The Tyee Copper Company, whose mines are situated on Mount Sicker, is building a smelter at Ladysmith, with a capacity of 200 tons per day. This mine has 30,000 tons of ore on the dump and 120,000 tons more in sight. It has put in an aerial tramway for transporting the ore from the mines on the mountain to the island railway, which will haul the output to the smelter at Ladysmith. This smelter, which will be in operation by January 1, 1903, has imported \$60,000 worth of machinery from the United States.

#### SMELTER AT CROFTON.

Crofton is a new town that has been built up within the past year, with a population of 300 people, two good hotels, and several stores. It is situated on Osborne Bay, a fine harbor of good mean depth, and has quay accommodation for the deepest draft vessels. The industry of this town is smelting. The Northwestern Smelting and Refining Company has built and equipped there one of the most extensive smelting plants in the Northwest. This is wholly an American company. It has installed a new-process Garrettson smelter furnace, 38 by 160 inches, with a capacity of 300 tons per day; an Allis-Chalmer smelter furnace, 44 by 160 inches; capacity, 350 tons per day, and an Allis-Chalmer circular furnace, 52 inches in diameter; capacity, 50 tons per day. The company has already crushed and is roasting 8,000 tons of ore, and will be ready for blowing-in by October 15, when its capacity will be 700 tons per day. It will have the exclusive handling of the ore of the Lenora mine on Mount Sicker, where there are now 40,000 tons of ore on the dump and 125,000 tons in sight.

The Lenora mine is connected with the smelter by a narrow-gauge railroad, which will also tap several other mines on Mount Sicker, notably the Copper Canyon, the Key City, and the Richard III, all of which are making fine showings and undergoing extensive development work. The smelter company has an expert ore buyer in Mexico and South America, and will import large quantities of ore from these countries, as well as from California and Nevada. It also owns one-half of the Crofton town site and 200 acres of land adjacent. In connection with the smelter, it has one of the most completely equipped assaying offices on the continent. No expense has been spared in perfecting the smelting plant, and machinery and material to the value of \$115,000 have been imported from the United States.

Ore shipments from Chemainus, Ladysmith, and Comox, for the year 1901, amounted to 17,733 tons.

## DOMINION APPROPRIATIONS.

The appropriations made for British Columbia by the Dominion parliament during the current year are as follows: Defenses at Esquimalt, \$50,000; arms and ammunition, \$300,000; purchase of rifles, \$150,000; William Head quarantine improvements, \$15,000; British Columbia harbors, Anderson and Kennedy lakes, clearing outlets, \$3,500; Columbia River, above Revelstoke, removal of obstructions, \$5,000; Columbia River, improvements above Golden, \$7,500; Columbia River, improvements below Golden, \$2,000; Hardy Bay wharf, \$2,000; Salmon River, removal of drift wood, \$2,500; Victoria Harbor, removal of Tuzo rock, \$1,500; mail subsidies, steamship service between Victoria, Vancouver, and Skagway, \$12,500; between Victoria and west coast of Vancouver Island, \$2,500; customs vessel, now building in British Columbia, \$15,000; Yukon telegraph, \$33,500.

## IMMIGRATION PROJECTS.

Negotiations were carried on in respect to four proposed colonies during 1901, and definite proposals have been submitted on lines suggested by the chief commissioner of lands and works. They were:

For Malcom Island, for a colony of Finns—a grant of 80 acres to each colonist on terms of seven years' occupation and improvement.

For San Josef Valley, north end of Vancouver Island—80 acres to each of 100 settlers on terms of five years' occupation and improvement.

For 3,200 acres on Queen Charlotte Islands, for dairying purposes—20 settlers, 160 acres each, on conditions of improvement and erection of creamery.

For one township in Bulkley Valley—100 settlers at 160 acres each, five years' occupation and improvements equal to value of land.

The beginning in each case was made this spring, and one year is allowed to complete arrangements.

An effort has been made through the agent-general to obtain domestic servants in Great Britain, and a number of applications have been received by the government from those desirous of making contracts of employment with girls or women who are reputably indorsed. The Canadian Pacific Railway Company has expressed its willingness to grant advantageous rates, provided a sufficient number of fares is guaranteed. But so far, no definite steps have been taken, and it is probable that for some time to come housekeepers in British Columbia will continue to depend on Chinese for domestic help. The employment of Orientals in the kitchen is now almost universal, and notwithstanding the prevalent idea that Chinese work for small remuneration, wages for house servants and cooks continue quite high, viz, from \$12 to \$30 and even as high as \$35 per month.

## FINLAND SETTLERS.

An agreement with the Kaleven Kansa Colonization Company, Limited, looking to the settlement of Malcom Island with a colony of Finlanders, was entered into in November last by the British Columbia provincial government. This island comprises 28,000 acres of land. The terms of the agreement provide that the company shall place a settler, or head of a family, on each 80 acres; that improvements to the aggregate value of \$2.50 per acre shall be made before a crown

grant to the 28,000 acres is issued; that in lieu of taxes for a term of seven years, the company shall construct all public improvements required by settlers, other than schools, and that a crown grant shall not be issued until after the expiration of seven years from the time the chief commissioner is satisfied that the required number of settlers have been placed on the island and all other terms and conditions complied with. It is also stipulated that settlers shall agree to take steps immediately to become British subjects; that they will conform to all requirements of the law without reference to any religious or political doctrines they may hold; that they will consent to bear arms in defense of the country, and that their children shall be educated in the public schools, in the English language. During the present summer, the company has placed a small number of settlers on the island, and this number will probably be increased. Should the plan of settlement work out successfully, the company will be granted a larger area under like terms and conditions.

## STATISTICS OF THE PROVINCE.

The minister of finance of the province reports that there are 1,450 miles of railway in British Columbia, which cost, in round numbers, \$60,000,000. The wealth of the province is given as follows:

Miscellaneous and industrial establishments.....	\$18,000,000
Electric light and railways.....	3,500,000
Telephone.....	1,000,000
Waterworks.....	2,500,000
Railways and telegraphs.....	65,500,000
Steamships and navigation.....	3,500,000
Mines and smelters (including coal).....	50,000,000
Sealing, salmon canning, and fish curing.....	3,500,000
Churches and schools.....	2,000,000
Bank deposits.....	8,000,000
Municipal assessments.....	58,000,000
Municipal public works and buildings.....	1,000,000
Provincial public works and buildings.....	6,000,000
Provincial assessments.....	40,000,000
Dominion public works and buildings.....	3,000,000
All commercial establishments.....	9,500,000
Timber, leases and privately owned (value estimated on quantity of standing timber).....	65,000,000
<b>Total.....</b>	<b>340,000,000</b>

The development of British Columbia is shown by the following:

Description.	1871.	1874.	1881.	1891.	1901.
Number of miners.....			2,792	4,501	10,000
Number of fishermen.....			1,850	3,798	23,000
Number of farmers.....			2,381	5,874	10,000
Number of houses.....			6,992	16,775	30,000
Population.....			49,469	98,175	177,272
Exports.....	\$1,912,907		\$2,255,753	\$6,199,280	\$21,645,000
Imports.....	1,790,352		2,489,246	5,477,411	11,137,436
<b>Total.....</b>	<b>3,702,459</b>		<b>4,744,999</b>	<b>11,676,691</b>	<b>32,782,436</b>
Revenue.....	192,000		397,085	1,038,237	1,605,920
Post-office.....	17,705		22,519	106,875	250,000
Customs.....	353,865		601,000	1,344,356	2,364,000
By province to Dominion.....	376,318		696,330	1,862,145	3,391,180
Coal mined.....		Tons. 81,000	Tons. 228,000	Tons. 1,029,097	Tons. 1,692,000

The population of British Columbia may be summarized as follows:

Asiatics .....	19,196
Indians .....	25,593
Whites .....	132,483
<b>Total .....</b>	<b>177,272</b>

The 19,196 Asiatics include 14,869 Chinese and 4,507 Japanese.

#### GROSS PRODUCTS.

The gross products of British Columbia in 1901 were valued at about \$27,000,000, distributed as follows:

Industry.	Annual production.	Per cent.	Industry.	Annual production.	Per cent.
Metal mining .....	\$15,070,382	55.1	Agriculture and miscellaneous .....	2,520,000	9.2
Coal mining .....	5,016,398	18.3	<b>Total .....</b>	<b>27,362,680</b>	<b>100</b>
Fisheries .....	3,065,900	11.2			
Lumbering .....	1,690,000	6.2			

*Total imports of Province twelve months ending June, 1902.*

Ports.	Total imports.	Imports.		Exports.	
		Dutiable.	Free.	Domestic.	Foreign.
Grand Forks .....	\$416,402	\$278,901	\$151,497	\$12,414	\$5,807
Kaslo .....	80,755	70,399	13,347	385,818	10
Nanaimo .....	358,810	266,764	49,816	8,510,802	2,591
Nelson .....	1,042,374	808,271	263,412	1,792,116	8,880
New Westminster .....	644,341	474,170	172,084	5,241,429	35,190
Rossland .....	449,643	370,577	80,084	2,598,968	10,256
Vancouver .....	4,161,817	3,139,672	948,542	3,490,385	108,174
Victoria .....	3,287,114	2,363,330	839,782	902,765	281,730
<b>Total .....</b>	<b>10,391,256</b>	<b>7,767,084</b>	<b>2,508,464</b>	<b>17,938,197</b>	<b>452,138</b>

#### SALMON TRAPS.

Local papers during the last three months have published notices that applications would be made for permission to lease, for fishing purposes, the foreshores of the southern and southwest coasts of Vancouver Island. It is generally understood that the regulations forbidding the use of salmon traps in Canadian waters will soon be revoked, and permission given to erect such traps along the shores of this island, in the hope of intercepting the summer run of salmon from the Pacific Ocean to the Fraser River.

The results of gill-net fishing last year were very unsatisfactory, owing not only to the paucity of the salmon run, but also to labor and race troubles, which seem destined to grow more extended and bitter every year.

*Movements of vessels.*

#### VICTORIA.

American vessels in port from last year .....	2
American vessels arrived during year .....	1,011
American vessels departed during year .....	1,012
American vessels now in port .....	1
Tonnage in port from last year .....	685
Tonnage arrived during year .....	576,114.19
Tonnage departed during year .....	576,187.19
Tonnage now in port .....	502
Value of imports in United States vessels .....	\$1,117,580.79
Value of exports in United States vessels .....	\$503,768.76

## NANAIMO.

The total foreign shipping of Nanaimo for the year ended June 30, 1902, was as follows:

Vessels:	
Arriving.....	128
Departing.....	177
Tonnage:	
Arriving.....	186,325
Departing.....	199,651

Of the above, 48 vessels, of 86,026 tons, were of American register. The detailed shipping (foreign) of the port of Nanaimo was as follows:

Flag.	Vessels.	
	Arrived.	De- parted.
British.....	36	48
American.....	57	91
Norwegian.....	21	21
Austrian.....	6	6
German.....	5	7
Danish.....	2	2
Dutch.....	1	2
Total.....	128	177

## COAL MINING.

The working coal fields of British Columbia are, at the present time, confined to Vancouver Island and to the collieries of the Crow's Nest Pass Coal Company, situated on the western slope of the Rocky Mountains. The total output of the Vancouver Island coal mines for the year 1901 amounted to 1,312,202 tons of coal. This is a small decrease from 1900, when the production was 1,383,374 tons. The output of Crow's Nest Pass mines amounted to 47,110 tons of coal in 1901, a large increase over the previous year.

The following tables show the production of coal and coke by all British Columbia collieries and the distribution of the output, together with the number of men employed and the wages paid for each class of labor, etc.:

*Coal and coke produced, exported, etc.*

[Tons of 2,240 pounds.]

Sales and output for year.	Coal.	Coke.
	<i>Tons.</i>	<i>Tons.</i>
Sold for consumption in Canada.....	413,704	80,154
Sold for export to United States.....	896,197	47,379
Sold for export to other countries.....	18,965	
Total sales.....	1,327,866	127,533
Used under colliery boilers, etc.....	154,736	
Grand total.....	1,482,601	127,533
Stocks on hand first of year.....	27,977	3,816
Stocks on hand last of year.....	5,704	2,864
Difference taken from stock during year.....	22,273	452
Output of collieries for year.....	1,460,328	127,081

The amount of coal used in making coke was 231,226 tons, which is not included in the above figures.

*Number of hands employed, daily wages paid, etc.*

Character.	Under ground.		Above ground.		Total.	
	Number employed.	Average daily wage.	Number employed.	Average daily wage.	Number employed.	Average daily wage.
Supervision, etc.....	47	\$4.65	40	\$4.00	87	\$4.32
Whites, miners.....	1,739	4.00	.....	.....	1,739	4.00
Miners' helpers.....	827	2.40	.....	.....	827	2.40
Laborers.....	602	2.65	213	2.50	815	2.60
Mechanics, etc.....	64	2.85	215	3.15	279	3.00
Boys.....	132	1.50	22	1.15	154	1.30
Japanese.....	28	1.40	86	1.15	64	1.30
Chinese.....	102	1.85	407	1.20	509	1.30
Total.....	3,041	.....	983	.....	3,974	.....

Exports of Vancouver Island coal were made to the State of California, principally through San Francisco and southern ports of the State, and to the Hawaiian Islands and Alaska. Coal for use as fuel was also supplied to a large extent to the Australian, Japanese, and Chinese mail steamers. Coke has been exported to San Francisco. The following statement shows the relative position of British Columbia coal in the market of California:

Kind.	1899.	1900.	1901.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
British Columbia.....	623,133	768,917	710,330
Australia.....	139,338	178,563	175,950
English and Welsh.....	93,263	54,099	52,270
Eastern (Cumberland, anthracite).....	88,951	17,319	27,370
Seattle (Washington).....	271,694	250,580	240,574
Tacoma (Washington).....	355,756	418,052	433,817
Mount Diablo, Coos Bay, and Teale.....	189,507	160,915	143,318
Japan and Rocky Mountains (by rail).....	28,390	42,673	51,147
Total.....	1,740,027	1,889,128	1,884,785

There were 99 fatalities and 46 injuries in the Vancouver Island coal mines during the year 1901. The increased number of fatalities was owing to three extensive disasters. This year there was a terrible disaster at the Crow's Nest, near Fernie, British Columbia, in which 140 lives were lost.

#### CUSTOMS RETURNS.

The customs returns show that the value of imports at Victoria for the year ended June 30, 1902, was as follows: Free imports, \$851,827; dutiable imports, \$2,432,568; total value of imports, \$3,284,395.

The total amount of revenue collected from customs at this port during the same time was \$743,587.16, as against \$870,057.80 in 1901, or a decrease of \$126,470.64. The head tax collected on Chinese immigrants—\$100 per capita—amounted to \$193,617 additional, which brings the total revenue of the custom-house up to \$937,204.16, as against \$956,004.69 in 1901, a decrease of \$18,800.53.

#### INLAND REVENUE.

The amount of internal revenue collected in the Victoria division (including Vancouver Island) during the fiscal year ended June 30,

1902, was \$191,649.25, as against \$192,981.36 last year, a decrease of \$1,332.11. The figures are:

Spirits.....	\$119,817.75
Malt.....	25,675.67
Manufactured tobacco.....	30,070.01
Raw leaf tobacco.....	3,869.08
Cigars.....	10,737.08
Licenses.....	1,325.00
Other receipts.....	155.23
<b>Total.....</b>	<b>191,649.82</b>

## EXPORTS TO THE UNITED STATES.

The exports to the United States from this consular district, which includes Victoria, Ladysmith, Nanaimo, and Chemainus, were valued at \$3,233,613.87, as against \$3,884,493.29 last year, a decrease of \$650,879.42. The falling off is almost entirely in the shipments of coal.

*Declared statement of exports from the consular district of Victoria, British Columbia, for fiscal year ended June 30, 1902.*

Article.	Value.	Article.	Value.
Acid:		Indian curios.....	\$481.81
Muriatic.....	\$341.00	Iron drums.....	1,205.00
Sulphuric.....	1,033.65	Junk.....	5,172.84
Bags.....	3,512.50	Liquors.....	30,318.60
Bonds.....	2,002.50	Logs:	
Boom chains.....	1,332.50	Cedar.....	33,184.54
Canvas.....	656.69	Fir.....	22,956.00
Castings.....	1,126.79	Miscellaneous.....	4,777.84
Chinese groceries.....	336.50	Ore:	
Clams.....	341.57	Gold, silver, and copper.....	320,400.79
Coal.....	2,220,449.00	Iron.....	8,042.25
Coal tar.....	183.94	Potatoes.....	5,433.85
Coffee.....	1,374.30	Returned American goods.....	21,656.44
Coin—gold and silver.....	1,333.00	Rice.....	1,138.50
Deer hair.....	677.00	Tea.....	480.50
Dogs.....	705.00	Tin:	
Furs.....	26,925.10	Plates.....	3,122.97
Fuae.....	1,175.50	Pigs.....	1,070.50
Gold dust and bullion.....	334,732.81	Tobacco.....	2,145.63
Hides and skins.....	96,905.46	<b>Total.....</b>	<b>3,233,613.87</b>
Household goods.....	20,765.00		

*Customs returns, port of Victoria, Vancouver Island, for the year ended June 30, 1902.*

Period.	Exports.		Imports.		Revenue.		
	Domestic	Foreign.	Free.	Dutiable.	Duty.	Chinese.	Other.
1901-2.							
July.....	\$23,544	\$9,403	\$66,985	\$189,147	\$69,245.89	\$4,437	\$195.90
August.....	52,417	12,929	58,522	266,457	66,892.07	2,817	50.00
September.....	21,453	15,041	107,138	193,259	69,598.26	5,001	1,407.25
October.....	63,561	14,118	60,848	258,039	74,123.62	10,138	98.30
November.....	250,471	20,330	44,632	186,495	56,852.97	7,092	50.06
December.....	221,574	14,164	69,893	169,095	51,012.81	6,943	54.80
January.....	46,654	24,805	66,961	159,926	54,211.10	4,556	201.45
February.....	44,178	20,123	55,050	159,461	52,424.34	3,258	281.75
March.....	20,419	16,129	67,259	210,426	53,384.01	17,144	157.96
April.....	14,230	26,853	119,836	204,810	65,605.73	29,863	89.30
May.....	22,628	116,490	102,402	191,941	62,209.92	37,134	165.22
June.....	75,679	10,666	32,361	243,512	60,168.75	65,235	126.20
<b>Total.....</b>	<b>856,798</b>	<b>300,546</b>	<b>851,827</b>	<b>2,432,568</b>	<b>740,728.97</b>	<b>198,617</b>	<b>2,858.19</b>
<b>Grand total.....</b>	<b>\$1,157,344</b>		<b>\$3,284,395</b>		<b>\$937,204.16</b>		



*Imports into British Columbia during fiscal year ended June 30, 1902.*

Port.	Total imports.			Duty received.	Chinese.	Minor revenue.	Total.
	Dutiable.	Free.	Total.				
Grand Forks .....	\$264,906	\$151,497	\$416,402	\$67,690.30		\$757.50	\$68,447.80
Kaslo .....	67,408	13,347	80,755	18,064.18		116.87	18,171.05
Nanaimo .....	311,960	46,850	358,810	84,573.41	\$400	423.40	86,896.81
Nelson .....	788,962	253,412	1,042,374	212,548.81		311.57	212,860.38
New Westminster .....	469,437	174,904	644,341	153,797.31		318.15	154,115.46
Roseland .....	369,609	80,034	449,643	96,578.34	100	375.96	97,064.29
Vancouver .....	3,250,870	910,947	4,161,817	960,433.46	154,405	1,449,771	1,36,288.23
Victoria .....	2,422,966	814,123	3,237,114	740,728.97	193,617	2,858.19	937,204.16
Total .....	7,946,137	2,445,119	10,391,256	2,354,404.78	348,522	6,611.40	2,709,538.13

*Exports from the Province of British Columbia for the fiscal year ended June 30, 1902.*

Port.	Mines.	Fish.	Forest.	Animals and their products.	Agricultural products.	Manufactures.	Miscellaneous.	Coin.	Total.
Grand Forks .....	\$1,134		\$1,645	\$5,253	\$1,188	\$8,485	\$16		\$17,721
Kaslo .....	383,828			130		1,870			385,828
Nanaimo .....	3,148,694	\$4,200	318,592			41,407			3,512,893
Nelson .....	1,723,773	22	671	2,609	11	73,910			1,800,996
New Westminster .....	1,235,301	3,900,724	56,636	3,437	2,881	62,773	534	\$14,333	5,276,619
Roseland .....	2,561,856		2	1,638	24	55,688	16		2,609,224
Vancouver .....	986,906	356,590	498,672	109,126	290,336	1,343,641	12,298		3,597,559
Victoria .....	103,826	564,343	14,425	153,344	9,406	257,730	2,689	78,732	1,184,495
Total .....	10,135,318	4,825,879	890,643	275,537	308,846	1,845,504	15,543	93,065	13,355,335

## NAVIGATION.

*Vessels employed in the coasting trade of the Province of British Columbia, arriving at and departing from the undermentioned ports during the year ended June 30, 1902.*

Port.	Arrived.			Departed.		
	Number.	Tonnage.	Crew.	Number.	Tonnage.	Crew.
Ladysmith .....	640	163,609	5,895	631	154,301	5,751
Nanaimo .....	1,172	297,130	14,945	1,170	296,351	15,911
New Westminster .....	579	109,972	6,823	595	111,065	6,926
Victoria .....	1,930	567,401	39,166	1,947	588,033	39,542
Vancouver .....	3,456	924,421	42,656	3,484	921,916	42,775
Chemalnus .....	160	8,898	902	159	8,799	888
Comox .....	563	127,775	6,571	541	118,173	6,329

## ARRIVALS.

Port.	With cargo.			In ballast.		
	Number.	Tonnage.	Crew.	Number.	Tonnage.	Crew.
Nanaimo .....	38	53,815	890	89	132,010	2,535
New Westminster .....	4	242	23	94	9,117	292
Victoria .....	972	526,412	35,423	412	468,194	21,612
Steveston .....	124	6,002	783	26	3,481	199
Chemalnus .....	3	800	13	65	28,945	683
Comox .....				123	128,695	3,523
Douglas .....				48	614	183
Ladner .....	9	445	28	7	174	29
Vancouver .....	420	367,005	20,116	344	179,610	11,936

*Vessels employed in the coasting trade of the Province of British Columbia, arriving at and departing from the undermentioned ports, etc.—Continued.*

## DEPARTURES.

Port.	With cargo.			In ballast.		
	Number.	Tonnage.	Crew.	Number.	Tonnage.	Crew.
Nanaimo.....	158	198,171	4,768	19	1,480	186
New Westminster.....	81	15,478	374	14	376	48
Victoria.....	660	387,338	27,879	709	556,417	29,322
Vancouver.....	471	454,196	23,886	300	80,749	8,390
Steveston.....	16	3,120	99	132	6,474	867
Chemainus.....	25	80,915	422	52	3,806	465
Comox.....	103	111,088	3,164	11	4,045	152
Douglas.....	41	528	156	6	50	22
Ladner.....	1	67	37	12	308	31

## VESSELS BUILT, REGISTERED, AND SOLD.

Port.	Built.		Registered.		Sold.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
New Westminster.....	13	652	14	665	.....	.....
Victoria.....	7	1,443	7	3,346	8	2,326

## LOOKOUT TOWER.

The British Government is constantly adding to the forts, garrison, and works at Esquimalt, the headquarters of the British Pacific naval squadron. The latest important improvement is the construction of a large lookout tower on the extreme southern point of the navy-yard. This tower, built after the style of the high tower at Portsmouth, England, covers the harbor and the entrance to Esquimalt from sea. On it a lookout will be stationed, who will be in connection, by telephone and signal, with the ships in port and with the various departments of the naval yard. At the top of the tower is a large semaphore signal, operated by a lever in the room at the tower top. In this room a telephone will also be placed. Four thousand yards of electric cable have been laid in the Esquimalt harbor, connecting the tower with all the vessels of the fleet.

A large new steel and iron building, 328 feet wide, 141 feet deep at one end and 70 feet at the other, is also in process of erection at the naval station. Here will be stored the immense quantities of Welch coal that are brought in sailing vessels around Cape Horn and kept constantly on hand at Esquimalt.

The new fort in the navy-yard, midway between Macaulay Point and Rodd Hill, was opened September 26, 1902, and tested, a number of shots being fired with success at a moving target. Another battery is also being erected on Signal Hill, just back of the navy-yard.

ABRAHAM E. SMITH, *Consul*.

VICTORIA, *October 1, 1902.*

## MANITOBA.

Commercial and industrial conditions throughout the Winnipeg consular district show an unprecedented degree of prosperity. Crops

of all kinds have been excellent, both in yield and quality. Stock raisers and ranchers have had a good season, and the mining, manufacturing, fishing, and lumbering industries have enjoyed a profitable year.

A large amount of foreign capital has been invested in lands, buildings, and industrial enterprises in the district. Consequently, all lines of commerce have flourished and the country shows more substantial growth than at any other period in its history.

#### CROPS.

The Northwest grain dealers' association of Winnipeg has issued a careful and comprehensive crop report, which shows that the total acreage sown in wheat, oats, barley, and flax is 4,012,252 acres and that the total yield of these cereals is 127,524,790 bushels, distributed as follows:

	Area under cultivation.	Estimated yield in bushels.	Average per acre.
Wheat.....	2,624,928	64,283,434	24.53
Oats.....	1,001,212	49,514,569	49.82
Barley.....	359,562	13,108,074	36.42
Flax.....	46,560	618,693	13.14

#### IMMIGRATION.

The large addition that has come to the farming population through immigration this year warrants the prediction that a like average yield per acre next season will cause a production of 100,000,000 bushels of wheat and an aggregate of 200,000,000 bushels of the four grains mentioned.

Immigration into the district has been greater than during any previous year and present indications point to a still greater influx of settlers. The records of the Canadian commissioner of immigration show that from January 1 to September 30, 1902, 58,490 immigrants landed in the district, 23,000 of whom came from the United States. Of these new settlers, over 90 per cent are agriculturists.

The above-designated official, who is probably better informed on the subject than anyone else in this country, estimates the number of acres of land taken up by Americans between January 1 and October 1 of this year, by homesteading and purchase, at 2,000,000, and that over \$5,000,000 of American capital has been invested in lands and improvements during the same period. I append a report from Consular Agent Downer, of Lethbridge, Alberta, showing the investment of \$2,650,000 of American capital in various enterprises in that vicinity. Similar investments have been made in the eastern portion of the district, near the Fort William and Rat Portage agencies, in mining, lumbering, and manufacturing enterprises, but I can give no detailed figures.

#### TRANSPORTATION.

Transportation facilities within the district, and connecting it with the United States and with other parts of Canada, have been materially improved within the past year by better equipment of the railroads

in operation, by the building of branch lines in various directions through the farming districts, and by the completion of the main line of the Canadian Northern road eastward to Lake Superior and north-westward toward the Pacific coast, which it is ultimately expected to reach. This road is now in operation to Lake Superior, and, in connection with lake vessels, competes in freight transportation to the Middle, Eastern, and New England States, as well as to the seaboard.

Both the Northern Pacific and Grand Trunk systems have made application for permission to extend their lines into this district, each proposing to construct at once about 1,000 miles of road.

#### MINERALS.

This consular district contains vast areas of mineral lands, undeveloped and almost unexplored. Well-authenticated reports tell of extensive fields of bituminous coal and tracts of petroleum lands situated in the Territories of Athabasca, Saskatchewan, and Northern Alberta—within reach of railroads now projected and in course of construction—that must in the near future be sources of great wealth to those that have the enterprise to undertake their development.

The iron ranges and gold reefs of the eastern part of the district likewise offer tempting fields for the investment of capital.

#### TRADE.

There has been no legislation by the Dominion or local governments within the past year affecting commerce with the United States, and no discrimination is made against dealers and salesmen from our country.

I regret that I am unable to obtain statistics showing in detail the commerce between this district and the United States, as such figures are not published here.

The aggregate exports from the district to the United States for the quarter ended September 30, 1902 (omitting all shipments not exceeding \$100 in value), as shown by the invoice books of this consulate and of the seven agencies connected therewith, were valued at \$604,599.47. Such exports for the same quarter of 1901 aggregated \$347,998.53. The principal items exported to the United States during the last quarter were:

Bran.....	\$10, 866. 67	Cattle .....	\$19, 578. 00
Fresh lake fish .....	156, 313. 41	Raw furs .....	91, 080. 38
Raw hides .....	35, 072. 73	Pine logs .....	51, 982. 98
Pulp wood .....	26, 800. 00	Seneca root .....	29, 552. 03
Wheat.....	51, 850. 00		

#### LABOR.

Wages of all classes of skilled labor show a slight increase over last year, but there was a decline of  $2\frac{1}{2}$  cents per hour in the wages of unskilled laborers. Brick and stone masons are paid  $52\frac{1}{2}$  cents per hour this year, as against 50 cents per hour last year. Carpenters and woodworkers this year receive 27 to 35 cents per hour, while last year their average wage was 30 cents per hour. Plasterers this year receive 45 cents per hour and day laborers (unskilled) 20 cents per hour. Nine hours are considered a day's work in all trades.

Scarcity of laborers has retarded building operations throughout the season, which is so abridged here by the long, cold winters that mechanics, as a rule, prefer to go where they can work longer and in greater comfort, even at lower wages; consequently the supply of laborers is generally short.

W. H. H. GRAHAM, *Consul.*

WINNIPEG, *November 3, 1902.*

*Amount of American capital invested in Lethbridge consular district, southern Alberta.*

Contract let for sugar beet factory at Raymond, Alberta, capacity 400 tons per day; now in process of construction, to be ready for operation September, 1903; all American machinery used (Utah capital)	\$425,000
The Raymond flour mill (Utah capital), capacity 125 barrels per day; ready for operation December 1	35,000
Raymond Knight (from Utah):	
32,000 acres land	80,000
8,000 head of stock	250,000
Eldridge Brothers (from Utah):	
10,000 acres land	30,000
2,500 head of stock	75,000
Alberta Land and Stock Company (from Utah):	
27,000 acres land	54,000
2,000 head cattle	60,000
10,000 head sheep	30,000
William McIntyre (from Utah):	
65,000 acres land	162,500
15,000 head stock	450,000
Jesse Knight & Sons (from Utah):	
200,000 acres land	400,000
50,000 head sheep	150,000
Circle Ranching Company (from Montana) 15,000 head cattle	450,000
Total	2,651,500

In making this list I have selected only the largest investors.

FRED W. DOWNER,  
*Consular Agent.*

LETHBRIDGE, *October 20, 1902.*

## NEW BRUNSWICK.

### CAMPBELLTON.

There has been a very perceptible stimulation in trade conditions in this consular district during the past year, both wholesale and retail. The merchants of dry goods, clothing, groceries, and hardware report their sales during the fall of 1901 and the summer of 1902 as satisfactory, and collections as good. The long, cold spring made a slight difference at that time in the sales of certain lines of dry goods and clothing.

Conditions were most favorable to the fishing industry of the district for the year ended June 30, 1902. The catch, which consisted principally of cod, smelts, salmon, and lobsters, was unusually good, and prices in the United States were remunerative.

The situation of the lumber industry has been most satisfactory. The prices of all kinds of lumber have been firm, and there is no likelihood of their going down for some time to come.

The building trades continue active, the only drawback being the scarcity of labor, which has also been a source of trouble in the lumbering operations.

#### LUMBER.

There was a little uneasiness among the lumber operators in the early spring, as to the prospects of the drives coming down into the booms, due to insufficient water. But a heavy downpour of rain for several days overcame this anxiety, and nearly all the logs were gotten out of the small streams into the main rivers, and rafted for the several mills.

The cut of logs for the season of 1900 and 1901 was 80,000,000 feet. Last winter's cut was 95,000,000 feet. The estimated cut for the coming winter is 110,000,000 feet.

The output of spruce long lumber for the present season will be about 70,000,000 feet. The estimated output for next season is 90,000,000 feet.

The output of cedar shingles for this season will be about 155,000,000, as compared with 140,000,000 last year.

The market prices of spruce lumber at Campbellton are: 10 and 12 inch dimensions, \$16; 9-inch and under, \$12; 10 and 12 inch, random lengths, 10 feet and up, \$12; 2 by 3, 2 by 4, 2 by 5, 2 by 6, 2 by 7, and 3 by 4, 10 feet and up, \$10; all other randoms, 9-inch and under, 10 feet and up, \$9; 5-inch and up, merchantable boards, \$9; matched boards, \$15 to \$20; out spruce boards, \$8; bundle furring, \$10.

The market prices of cedar shingles at Campbellton are: Extra, \$2.70; clear, \$2.20; second clear, \$1.60; extra No. 1, \$1.10.

Spruce clapboards are quoted as follows: Clear, \$35; second clear, \$32; extra No. 1, \$21.

#### EXPORTS.

There has been a decided increase in exportation of long lumber to England and other European countries.

The total declared exports to the United States for the year ended June 30, 1902, were:

Fish:		Wood—Continued.	
Canned lobsters .....	\$15,477.90	Pickets .....	\$1,361.80
Cod .....	2,620.40	Railway ties .....	340.00
Salmon .....	8,871.70	Shingles, cedar .....	242,330.25
Smelts .....	36,133.00	Shooks, box .....	31,060.00
Furs, raw .....	207.00	Telegraph poles .....	175.00
Grindstones .....	12,428.31	Total .....	392,770.34
Potatoes .....	12,748.28	Total for the year ended June	
Wood:		30, 1901 .....	348,186.40
Boards, planks, etc. ....	21,401.56	Increase .....	44,583.94
Clapboards .....	4,791.16		
Laths .....	2,824.00		

Aside from the declared exports, there are large quantities of fish, railway ties, and long lumber shipped to the United States in carload lots, or in such amounts as to bring the shipment under \$100 in value, thus obviating the necessity of obtaining a consular certified invoice. Often, the shipments are purposely broken up to evade the regulations requiring a consular certificate for goods invoiced at over \$100.

## IMPORTS.

It is gratifying to report a steady increase in the importation of certain lines of United States goods, such as cereal foods in packages, canned goods and fancy groceries, boots and shoes, cordage, hats, hardware, sporting goods, and rubber goods.

## CANADIAN TRADE WITH SOUTH AFRICA.

The attention of Canada is being attracted to the extension of her trade with South Africa. In the establishment of direct steamship service between the two countries, an important step has been taken by Canadian business interests toward securing their share of the commerce. The Canadian trade commissioner in South Africa communicates to this country that in medium-class furniture—maple, black walnut, oak, and bird's-eye maple—Canada can beat the world. Another Canadian staple industry is the manufacture of boots and shoes. He expects Canada can do a big trade in boots, really good and serviceable, selling at from 10s. to 12s. (\$2.43–\$2.92). A good pair can not be had now for less than 27s. to 30s. (\$6.56–\$7.30) in Johannesburg. The commissioner recommends the manufacture of a half-Wellington, stout and strong, now sold at 35s. to 40s. (\$8.50–\$9.70), for the use of miners.

Another correspondent advises the exporter to watch the towns of Johannesburg, Pretoria, Kimberly, Bloemfontein, Barbertown, and Jagersfontein, these being the distributing centers; the Transvaal and Orange River Colony consumers will take care of themselves.

Considering that many of Canada's products are similar to those of the United States, and her method of selling, packing, and shipping goods is also similar, it is a reasonable inference that the United States will have a close second in Canada, in the introduction and sale of goods in South Africa. For this reason, the utmost tact and caution should be observed by exporters of the United States in securing and maintaining a substantial footing there.

## NEW INDUSTRIES.

The Atlantic Pulp and Paper Company, Limited, proposes to establish mills for the manufacture of paper from pulp wood, within this district, at New Richmond, Quebec, on Bay Chaleur. The president of the company is Mr. W. C. Edwards, an experienced lumber merchant of Ottawa Valley. Mr. R. Y. Ellis, of Toronto, is the vice-president. Mr. Charles Lyman, of Montreal, and Mr. R. H. Thompson, paper merchant of Buffalo, are among the directors. The management of the mills will be under the direction of Mr. W. M. McIntyre, lately mechanical superintendent of the Laurentide Pulp Company.

The company intends to manufacture chiefly for the export trade, and is unusually well situated for the purpose. It has an ocean port open for about seven months, right at its doors, and for the rest of the year can obtain access to the port of St. John at low rates. Its wood supply is close at hand, the mills being built at the mouth of the Little Cascapedia River; and the same river, with its clear and rocky bottom, provides a water supply suitable for making the finest

grades of paper without filtering. The stream has also, according to the test of experts, sufficient power to run mills double the capacity of those to be built.

I give below extracts from a prospectus published by the company:

The Atlantic Pulp and Paper Company, Limited, has been organized in order to take advantage of the unlimited facilities for the manufacture of pulp and paper at New Richmond, on the Baie des Chaleurs, and by its charter has powers of the fullest description. It is confidently believed that pulp and paper can be more economically manufactured there than at any other place in America.

The shipping facilities of this company are certainly unequalled by any other similar enterprise in Canada, the situation of the mills on the Baie des Chaleurs giving every possible advantage for export trade, which is probably the most profitable field. Arrangements can be made with Atlantic steamship lines to run steamers from New Richmond for eight months in the year, as required. During the winter months, favorable winter rates have been arranged with the railway companies to St. John and Halifax, New Richmond being on the line of the Atlantic and Lake Superior Railway, which will be connected with the mills by a siding.

The properties and limits acquired by the company contain about 302 square miles, or 193,200 acres, more or less. The wood is principally spruce, and there is also a large quantity of cedar, pine, birch, balsam, balm of Gilead, and poplar. The company has reports on this property made by five different expert rangers, acting independently.

It is proposed to erect a paper mill with a daily capacity of 54 tons, a ground wood pulp mill with a daily capacity of 50 tons, and a sulphite pulp mill with a daily capacity of 40 tons.

Two new sawmills are being built—one across the river from Campbellton at St. Anne de Restigouche, Province of Quebec, and the other at Athol, about 3 miles above Campbellton.

The one at St. Anne de Restigouche is called the Chaleurs Bay Mills, and will manufacture lumber, pulp wood, shingles, laths, etc. Among the personnel of the company are Mr. John Champoux, of Disraeli, Province of Quebec, president; Mr. James E. Marrett, of Portland, Me., treasurer; Mr. H. R. Fraser, of Sherbrooke, Province of Quebec, secretary, and Mr. L. E. Panneton, also of Sherbrooke, solicitor.

The estimated cost of the mill is \$50,000. The daily capacity will be about 100,000 feet of long lumber and 100 cords of pulp wood. It will have 2 circulars or rotaries, a 46-inch crane gang, 2 long edgers, 1 trimmer, 1 slab slasher, 1 slab resaw, and 1 lath machine. The engine is a cross compound of 500 horsepower.

The firm will control about 255 square miles.

The mill at Athol will be run by the Shives Lumber Company, composed of the following: K. Shives, of Campbellton; T. Stetson of St. John; George L. Cutler and F. Cutler, of Boston, and John Cutler, of New York.

The cost of the mill will be between \$70,000 and \$80,000, with a capacity of an annual output of long lumber, of 20,000,000 feet.

The company controls 885 square miles of timber land.

#### PARLIAMENTARY ACTS AND ORDERS IN COUNCIL.

In February last, orders were passed transferring to the list of articles which may be imported into Canada free of duty certain articles entering into Canadian manufacture, when imported by the manufacturers for use in their own factories. The articles were:

Hemp bleaching compound, for the manufacture of rope; silver tubing, for the manufacture of silverware; steel, for the manufacture of cutlery; yarn, of jute, flax, or hemp, for the manufacture of towels; steel castings in the rough, for the manufacture of scissors and hand shears; all articles entering into the constitution and forming part of cream separators.



In the case of hemp bleaching compound, the reason for placing it on the free list is to enable Canadian manufacturers to produce cordage of a lighter color than that now obtained by the use of degas, so that they may successfully compete with foreign manufacturers. The placing of yarn of flax, hemp, or jute, for the manufacture of towels, in the free classification is an extension of the clause providing for the free entry of such yarn when imported by manufacturers of carpets, rugs, mats, jute webbing, jute cloth, hammocks, twines, and floor oilcloths. The yarn specified is not produced in Canada to any appreciable extent. None of the other articles mentioned are manufactured in Canada.

An order in council has also been passed providing for the payment of a drawback on the duty paid on imported materials used in the manufacture of machinery, and structural iron and steel for use in factories for the manufacture of sugar from beet root. By an amendment to the tariff made last session, provision was made for the free entry of such machinery and structural iron and steel, and the object of this order is to place the Canadian manufacturer of these articles in as good a position as his foreign competitors. The time for the free admission of such machinery and steel expired April 1, 1902. It is provided that the drawback regulation referred to shall apply only in respect of machinery and structural iron and steel, manufactured and sold for bona fide use in the construction and equipment of factories for the manufacture of sugar from beet root, during the time when the imported machinery and structural iron and steel aforesaid are exempt from customs duty.

Early in the year, a deputation of boot and shoe manufacturers, with others, waited upon the Dominion government to request an increase of duty upon imported fine shoes. The complaint is made that the Canadian manufacturers have to pay high duties upon the fine leathers they have to import for this class of shoes, while the shoes are admitted at a figure which makes it impossible for Canadians to compete with the American manufacturers. They have requested an increase of the present duty from 25 to 35 per cent.

At the last session of the Dominion parliament an act was passed respecting the coasting trade of Canada. In brief, it enacts that hereafter it shall not be possible for a foreign-built vessel by merely obtaining a British register to engage in the coasting trade in Canada. The act was withheld for the assent of the British Government, which has been obtained, and a proclamation issued bringing the same into force.

The incentive for passing the act appears to have been that about two years ago, an American-built vessel obtained a provisional British register from the British consul in Chicago, and proceeded to do coasting business in Canada. She was seized for customs duty, but the case is still pending on appeal. A more frequent practice is to have foreign-built steamers registered in Newfoundland as British ships, thus enabling them to cut into the freighting business between Canadian ports. The act which does away with this practice will not apply to vessels already in the trade, but it will prevent others being brought in, and it is thought it will be a means of encouraging the building of steel vessels in Canada.

JAS. S. BENEDICT,  
*Commercial Agent.*

CAMPBELLTON, *October 31, 1902.*

## MONCTON.

According to official returns, the foreign trade of Canada for the year ended June 30, 1902, increased encouragingly. It must be borne in mind, however, that this expansion is due largely to special conditions. For instance, there were excellent crops; and the exports of wheat at high prices account for a good deal of the favorable showing. Then, too, during the past two years, large quantities of oats, forage, and canned goods have been sold to South Africa for use of the British army; but now, since peace has been declared, this demand will no doubt largely diminish. The Canadian Manufacturers' Association, however, is showing considerable vigor in the investigation and development of new fields for Canadian trade, particularly in South Africa. Through the Boer war, its members say, Canadian goods have been brought to the attention of the Cape Colonists, who now know what Canada produces and what her goods are like; and for this reason, an increased flow of Canadian goods into South Africa is anticipated.

## DAIRY PRODUCTS.

During the past three years, the farmers of Canada have derived a rich revenue from the butter and cheese industry. From May 1, 1901, until the season opened this spring, the exports of cheese from Canada have been, approximately, 2,260,000 boxes, or a decrease of 360,000 boxes as compared with the previous year. This loss, it is claimed, is accounted for by the fact that the cheese has been shipped too green and for that reason was liable to depreciate quickly in flavor.

A work of considerable importance to the cheese industry is being carried out at the government cheese curing rooms at Brockville, under the supervision of the chief of the dairy commission of the department of agriculture. All the cheeses at these curing rooms are now dipped in melted paraffin wax as soon as they are received, by which process they are covered with a thin, impervious coating that improves their appearance, reduces the shrinkage, and effectually prevents stains or the growth of mold on the surfaces of the cheese.

The curing rooms have been experimenting for some time with a view to determining the right quality of wax to use, its proper temperature when the cheese is dipped, and the best means of carrying out the work expeditiously.

Special apparatus has been devised, and the work is in full swing at the four rooms. This practice has been tried before, but so far as is known it has not been successfully applied to Canadian cheddar cheese of the regular size when cured at the temperature of an ordinary cheese-curing room. The heating of the cheese and consequent swelling and exudation of fat causes the wax to peel off. It is expected that these experiments will prove to be of the greatest advantage to the cool curing of cheese.

## PULP TRADE.

The pulp industry in Canada sprung into existence in 1881, with 5 pulp mills, employing 68 people, a capital of \$92,000, and an output valued \$63,000.

In 1891 there were 24 mills, employing 1,025 people, with an output valued at \$1,057,810. The mills now in operation have a capacity of

329,000 tons per annum, with an invested capital of over \$15,000,000, as against \$2,901,000 in 1891.

Last year pulp to the value of \$2,002,120 was exported, of which \$982,142 worth was taken by Great Britain and \$968,007 worth by the United States. The exports to Great Britain are increasing rapidly; in 1899 Canada sent to that country 6.5 per cent of the latter's total imports; in 1900, 9.4 per cent, and in 1901, 13 per cent.

Canada has practically an unlimited supply of wood suitable for the manufacture of pulp. Surveys show that forests of spruce exist in every part of the Dominion. According to the latest reports, from 38 to 40 per cent of the area of Canada is covered with forests, about one-half, or 450,000,000 acres, of which is probably spruce.

The price for government land has increased considerably. In 1892, spruce areas could be obtained for \$8 per mile; now the price is \$150 and upward.

#### EXPORTATION OF HEMLOCK LOGS.

The government of Ontario has recently passed an order placing hemlock logs in the same category as pine logs after April 30 next, the end of the license year; that is to say, their export will be prohibited. This order is said to be in line with the policy of retaining within the borders of Ontario the manufacture of products of the forests.

#### STATISTICS FOR MONCTON.

The customs collections at the port of Moncton and outports for the last calendar year amounted to \$34,643, being a slight falling off from 1900, when they amounted to \$36,916. The exports themselves show a falling off, also, from \$625,084 to \$443,296, entirely in lumber.

The gypsum trade at Hillsborough, an outport 14 miles distant from Moncton, shows a large and continuous growth; the exports to the United States last year required 150 vessels, of 59,730 tons, of which 110 vessels were American, as against 130 vessels, of 50,300 tons, in 1900, of which 77 were of American register. Other exports are given below:

*Exports from outports during calendar years 1900 and 1901.*

	1900.	1901.		1900.	1901.
Hillsborough .....	\$151,989	\$135,842	Dorchester .....	\$8,840	\$17,010
Shediac .....	110,163	40,760	Hopewell Cape .....	202,048	129,234
Harvey and Point Wolfe .....	147,769	116,876			
Alma .....	4,836	8,547	Total .....	625,645	443,269

Lumber, valued at \$291,309, was sent to Great Britain; gypsum and laths, valued at \$151,960, were forwarded to the United States.

The exports from this consulate and its agencies to the United States for the fiscal year 1902, as indicated by the invoices certified, compare with 1901 as shown below:

From—	1901.	1902.
Moncton .....	\$187,018.38	\$265,192.41
Newcastle agency .....	368,729.78	357,212.16
Richibucto agency .....	43,673.00	49,118.04

## The articles shipped from Moncton were:

Horses .....	\$372. 50
Sheep and lambs .....	2, 013. 50
Cast-iron fittings .....	53. 23
Copper .....	123. 46
Emigrant effects .....	5, 094. 50
Fruits .....	
Canned blueberries .....	297. 00
Fur, undressed .....	3, 009. 38
Fish:	
Salmon .....	1, 661. 80
Mackerel .....	2, 306. 50
Herring .....	8, 025. 30
Smelts .....	18, 695. 77
Clams .....	19, 237. 20
Lobsters .....	10, 679. 62
Sounds .....	205. 00
Hay .....	734. 42
Minerals:	
Rock plaster .....	117, 004. 57
Calcined plaster .....	22, 420. 20
Manganese ore .....	3, 022. 50
Grindstones .....	6, 589. 00
Polishing stones .....	1, 002. 50
Potatoes .....	244. 37
Returned goods .....	1, 198. 94
Wood:	
Boards, etc .....	30, 676. 28
Laths .....	9, 644. 78
Piling .....	880. 09
Total .....	265, 192. 41

During this fiscal year the exports from this district (Moncton and outports) to the United States show an increase of \$78,174 in value. The articles showing gains were: Fresh clams, canned lobster, smoked herring (in bond), manganese ore, plaster rock, calcined plaster, and lumber.

*Exports from Newcastle agency.*

Clams, canned .....	\$9, 548. 35
Fish, fresh .....	88, 286. 67
Fruit, canned blueberries .....	12, 171. 35
Fruit, raw .....	208. 40
Furs .....	552. 00
Emigrant effects .....	576. 50
Lobsters, canned .....	19, 514. 70
Returned goods .....	806. 77
Rubber, old .....	147. 00
Wood .....	225, 380. 44
Total .....	257, 212. 18

As compared with last year's exports from Newcastle agency, canned clams have increased \$5,000, blueberries \$4,000, canned lobster \$9,000, and laths \$28,000. Fresh-fish exports decreased \$29,000, dried and pickled fish \$2,500, and sulphite fiber \$29,000.

*Exports from Richibucto agency.*

Fish, fresh .....	\$44, 160. 25
Lumber .....	8, 488. 29
Potatoes .....	469. 50
Total .....	53, 118. 04

The exportation of fresh fish from the Richibucto agency, compared with last year, increased over \$10,000. Blueberries and lumber decreased \$725 and \$800, respectively.

#### EXPORTS TO GREAT BRITAIN.

The exports to great Britain for the fiscal year 1902 amounted to \$355,386, as compared with \$359,315 in the preceding 12 months. These exports consisted entirely of lumber; all other goods go to Halifax, whence they are sent to their destination.

#### IMPORTS.

The total imports of Moncton port for the fiscal year ended June 30, 1902, amounted to \$641,207, of which \$162,640 worth were dutiable and \$478,567 worth free. These figures may be compared with the imports of 1901, when the dutiable goods were valued at \$130,494 and the free goods at \$469,792. I regret that I can not give a comparative statement in reference to the kind and origin of these imports. I may say, however, that the imports from the United States exceeded those from all other countries, and are growing in importance, especially in American machinery for pulp and paper making. All these goods stand strictly on their merits in this market. The Canadian tariff, high as it is, in some instances almost prohibitive, can not keep our goods out of the Dominion; and the sale of many kinds of our products in this district could be largely increased were the proper effort made. English manufacturers are trying hard to win trade in Canada. A deputation of British manufacturers of paper and pulp making machinery recently waited upon the Dominion's high commissioner in London, and asked that Canada place British machinery upon the free list for three years.

Bicycles, as far as this district is concerned, have declined in number. There are only about one-third as many in use now as last year. Then there were six bicycle dealers here; now there is only one.

The principal articles imported from the United States are: Machinery for the manufacture of woolen goods, and for boots and shoes; oil-boring machinery; agricultural implements, hardware, boots and shoes, drugs, meats in barrels, cotton and rubber clothing, rubber boots and shoes, millinery, hats and caps, oils, gutta-percha manufactures, etc. From Great Britain: Dry goods, cotton and woolen fabrics, whiskies, etc. From the West Indies: Sugar, rum, and molasses. From Germany and France: Millinery, fancy goods, brandy, and champagne.

#### MINERALS.

The following-named minerals occur in this consular district:

Clays for brick making, infusorial earth, building stones, red and white sandstones, gypsum, albertite, coal, oil, shale, petroleum, copper, manganese ore, gold and silver (however, in small quantities, associated with copper), lead in small quantities, iron, graphite, coal, etc. Albertite, shale, gypsum, petroleum, and copper are found in sufficiently large quantities to warrant development. With the exception of gypsum, the mineral resources have not been developed to any great extent.

*Copper.*—The copper mines at Dorchester, 18 miles distant from

Moncton, were opened up in 1889 and are being developed rapidly. It is a question of only a short time when the company, an American concern, will be able to place the product on the market.

An old copper mine at Point Wolfe, 45 miles from here, which was worked some years ago, but afterwards abandoned for lack of capital, has recently been opened up again. An American organization, the Maritime Copper and Reduction Company, is interested in it. The necessary machinery has been installed and work is in full swing. It is stated that the ore will run as high as  $5\frac{1}{2}$  to 6 per cent copper. A carload of ore, 40,000 pounds, has been shipped to the American Smelting and Refining Company at Perth Amboy, N. J., for testing purposes.

#### NEW BRUNSWICK OIL INDUSTRY.

The New Brunswick Petroleum Company is preparing to operate on a large scale in the immediate future. Fourteen wells have been sunk, of which 9 are producers. Of these wells, 10 are in Westmorland county, 6 miles distant from here, and 4 in Albert county, near Hillsborough, the distance between the two places being about 7 miles. The majority of these wells have been sunk only to the first oil sands, a depth of 400 to 450 feet. Two of the remainder reach the second and third sands, about 1,450 feet down. Only two of the wells have been torpedoed so far, but the rest will be shot as soon as the company is in a position to take care of the product. Two of the wells on the Westmorland county side of the River Petitcodiac have been pumped. These give a satisfactory yield daily. Pumps will also be applied to the wells on the Albert county side, where the prospects are said to be even better than in Westmorland.

The company is also planning for the erection of a refinery. Its charter gives extensive powers and the control of all the oil-bearing districts in the province.

The existence of oil in New Brunswick is, however, not a new discovery. Thirty years ago, two wells were bored near the site of the present operations and some oil was taken out. But as the methods for securing oil now in vogue were little known in those days and as capital was lacking, the work was abandoned.

#### CARRYING GYPSUM TO THE WHARF.

The gypsum company at Hillsboro (an American concern), which employs about 150 vessels annually to carry the product to the United States, has made a radical change in transporting plaster from quarry to river. The custom has been to employ horses. These animals were large and powerful and usually drew three cars of plaster, weighing about ten tons. A small steam locomotive has recently been constructed for the narrow-gauge road, and the horses have been done away with. The little locomotive is of sufficient strength to pull a train of 26 loaded cars, and has proven a complete success.

#### NEW INDUSTRY.

A new industry—the making of custom and ready-made clothing—has been started here within the last four months by the Moncton Woolen Mill Company. This concern employs about 100 hands and uses cloth made solely from home-grown wool, the product of the Canton Woolen Company.

## NEW WAGE SCALE.

The Intercolonial Railway of Canada, with shops and headquarters at Moncton, has inaugurated a new wage schedule which increases the wages of classified mechanics, carpenters, section foremen, track men, and laborers. The increase to section foremen and track men—the second since this branch of employees was organized, eight years ago—amounts to \$50,000 a year. The foreman of each gang will get \$1.75 a day instead of \$1.65, track men will get \$1.30 instead of \$1.20, and foremen of yards \$2 instead of from \$1.60 to \$2.

Classified mechanics who have been in the railway shops service for eleven years or over will henceforth receive per hour the following wages: Pattern makers, 22 cents; carpenters and car builders, 20 cents; painters, 20 cents; upholsterers, 20 cents; machine men, 18 cents; car repairers, 16 cents; boiler makers' and blacksmiths' helpers, 15 cents; painters' helpers, 15 cents; machinists and brass finishers, 21 cents; boiler makers, 22 cents; blacksmiths, spring and tool makers, 21 cents; plumbers, 20 cents; pipe fitters, 19 cents; coppersmiths, 21 cents; tinsmiths, 21 cents; brass molders, 21 cents, etc.

Schedule for special-service employees per hour: Forge men, 25 cents; heaters, 15 cents; riveters, 14 cents; tube welders, 16 cents; tubers, 15 cents; grinding-machine men, 13 cents; masons, 20 cents; foundry furnace men, 12 cents; stationary boiler firemen, 13 cents; paint burners, 14 cents; vat men, 13 cents; brass polishers, 14 cents.

Schedule for specified-rate employees per hour: Locomotive hostler, 15 cents; boiler washer, 15 cents; locomotive inspector, 15 cents; fire builder, 12 cents; ash-pit man, 12 cents; locomotive wiper, 12 cents; car oiler, 13 cents; car cleaner (male), 12 cents, (female) 10 cents; fuel man, 12 cents; laborer, 12 cents; rivet heater, 5 cents; steam-hammer boy, 5 cents.

This means an average increase of wages of from  $1\frac{1}{2}$  to 2 cents per hour. After deducting the legal holidays, etc., when work is suspended, the average number of hours for the year's work is only 2,750, or  $52\frac{1}{2}$  hours per week. This increase, though welcomed by the employees, is not sufficient to meet the increased cost of living. Everything needed for the household is very expensive, especially fuel.

## FISHERIES.

The fisheries of the coasts of the Gulf of St. Lawrence and Northumberland Straits, in New Brunswick, and of the rivers emptying thereinto are of great importance, the aggregate value of the catch being nearly \$3,000,000 per annum. Of lobsters, the pack in 1901 was about 35,000 cases of 48 pounds each, worth \$400,000; in 1902 it was about 39,000 cases, worth \$450,000. This fishery had been declining of late years; but the establishment of a hatchery at Pictou, on the Nova Scotia coast of the gulf, which has turned out annually for the past ten years from 75,000,000 to 150,000,000 fry, seems to have been more than successful in arresting this decline. Hatcheries are about to be erected at Shemogue, in the county of Westmoreland, and on Shippegan Island, in Gloucester County, which, it is expected, will largely increase the products of the fishery. Of smelts, about 8,000,000 pounds (4,000 tons), valued at some \$400,000, are caught every winter. Salmon of the finest quality are caught in large numbers and

shipped in ice to the cities of Canada and the United States. Large catches of cod, mackerel, herring, gasperau, shad, and trout are also made. Oysters of the best quality are raked at Buctouche, Cocagne, and Shediac. Within the past few years, and export of hard shell clams (quahogs), amounting to many thousands of barrels each season, has been worked up. The clams are shipped by carloads, principally to the United States.

#### WHEAT IN NEW BRUNSWICK: DAIRY INDUSTRY.

A few years ago, the Province of New Brunswick had to import all the flour, or about all, it consumed; last year, however, 750,000 bushels of wheat, claimed to be equal in quality to No. 1 Manitoba hard wheat, was grown within the borders of the province.

Formerly, the New Brunswick government imported wheat seed from Manitoba and sold it to the farmers at cost. This year, a crop of a million bushels is expected. The province now has twenty-four well-equipped flour mills.

The dairy industry has grown rapidly. Ten years ago, New Brunswick imported \$500,000 worth of cheese; last year it exported cheese and butter to value of nearly \$1,000,000.

#### MERCHANT MARINE.

The number and tonnage of vessels registered at the various ports of this consular district are the following:

Port.	Vessels.	Tonnage.	Port.	Vessels.	Tonnage.
Moncton .....	14	2,700	Sackville.....	10	546
Chatham .....	333	7,201			
Dorchester .....	5	1,661	Total.....	380	14,880
Richibuctoo.....	18	2,772			

These figures include 17 new vessels, aggregating 706 tons, which were built during the year 1900. No vessels have been purchased from other countries. The vessels registered in the Dominion, by provinces, number:

#### NEW MARITIME RAILWAY.

An important link in the railway net of the maritime provinces is the newly completed Midland Railway between Windsor and Truro, 124 miles distant from Moncton. This line is 757½ miles long and runs through an exceptionally fertile country. It improves the transportation facilities of an extensive lumber district, where a number of sawmills are already in operation, and also taps the Rawdon mining district. It is an important transportation link between the east and the west and shortens the route between the terminal towns by about 23 miles. The roadbed is said to be equal to any in Canada.

#### INCREASE IN FREIGHT RATES.

A circular which became effective on the 1st of August, which will materially affect the lumber and cord-wood industries of this province,



has been issued by the Intercolonial Railway of Canada. Some years ago, this railway made allowance in scale weights ranging from 6,000 to 12,000 pounds, according to quality and condition of the lumber and wood.

The circular, however, cuts these allowances in half, thereby increasing the freight charges 10 to 20 per cent.

#### MINIMUM CARLOAD WEIGHTS.

New minimum carload weights have been adopted by the Canadian railways, by which the minimum weights on grain and grain products will be increased. The reason given for the change is that, on account of the demand for rolling stock, the railways find it necessary to load their cars to the fullest capacity possible. The changes have been adopted by the Canadian Freight Association. On shipments from Canada to the United States ports, Newfoundland, and seaboard ports for export, the minimum will be 30,000 pounds for bran and shorts in bulk, 35,000 for oats, buckwheat, peas, and flour, and 40,000 pounds for wheat, corn, barley, and rye. A similar regulation will apply to products shipped between Canadian points east of Port Arthur, except bran, which will be allowed a minimum of 24,000 pounds.

#### TRANSPORTATION FACILITIES.

The transportation facilities with the United States and the interior of Canada are satisfactory and up to date.

Communication with United States ports is as follows: Via Intercolonial Railway to St. John, New Brunswick, and Eastern Steamship Company's line to Eastport, Me., a distance of 173 miles, in six and one-half hours; via Canadian Pacific Railway to Vanceboro, Me., a distance of 177 miles, in six hours.

On the Intercolonial Railway of Canada, a decided improvement is being manifested with respect to the purchase or building of heavy locomotives and cars for both passenger and freight service, to facilitate increased traffic. The new rolling stock has necessitated the extending of roundhouses, machine shops, and terminal facilities, and this work is being pushed rapidly ahead.

#### QUARANTINE AND PORT REGULATIONS.

There are no local quarantine regulations. All health regulations are passed by the Moncton board of health. The city has a public hospital.

Port regulations are the same as those for the Dominion, which apply to all ports in Canada.

#### POSTAL RATES.

*Foreign and colonial mails.*—For a letter of one-half ounce, 2 cents; a single postal card, 2 cents; for newspapers or other printed papers, 1 cent per two ounces; commercial papers, same as for printed papers, except that the lowest charge is 5 cents; samples and patterns, same as for printed papers, except that the lowest charge is 2 cents.

*United States and Dominion rates.*—Postage upon letters within the Dominion and to the United States, 2 cents per ounce or fraction

thereof, to be prepaid by postage stamps; postal cards to any address in Canada or the United States, 1 cent; books, pamphlets, circulars, catalogues, etc., 1 cent per two ounces; general merchandise, etc., 2 cents per two ounces, and 1 cent for each additional ounce; samples and patterns, 1 cent per two ounces, with a minimum prepayment of 2 cents. The limit of weight is 12 ounces. The registered letter fee is 5 cents

#### TELEPHONE CABLE SERVICE.

Telephone cable service has been established between Moncton, St. John, Fredericton, Woodstock, and principal cities of Nova Scotia; also with New England towns as far as Boston. The rate from Moncton to Calais, Me., is 60 cents for five minutes.

#### EXCHANGE, ETC.

There has been no noticeable variation in currency and the rates of exchange. The money value of gold and silver on both sides of the line are identical as affecting the interests of trade.

At this port, there are no laws discriminating against American vessels. Passports are not required. Commercial travelers are not taxed. No taxes or excises affecting United States trade are levied in addition to tariff rates, and there is no law requiring goods to be marked to show the country of origin.

GUSTAVE BEUTELSPACHER,  
*Commercial Agent.*

MONCTON, *September 18, 1902.*

#### ST. JOHN.

I submit the following statistics of the trade of this district for the year ended June 30, 1902:

#### *Exports and imports.*

<b>Imports:</b>	
Dutiable.....	\$3,590,772.00
Free .....	3,151,076.00
Total.....	6,741,848.00
Exports to all coun. ies.....	14,886,454.00
<b>Exports to the United States:</b>	
Provincial produce.....	1,046,029.76
Product of American timber.....	1,053,223.07
Total.....	2,099,252.83
<b>Imports from United States (in American vessels):</b>	
Coal (anthracite).....	66,462.90
Coal oil.....	72,401.62
Emigrant effects.....	200.00
Hard pine.....	2,800.00
Oak lumber.....	16,039.21
Phosphate rock.....	3,667.00
Total.....	161,570.73
<b>Exports to the United States (in American vessels):</b>	
Lumber, laths, etc.....	960,644.75

## PORT DUES AND TAXES.

There has been no change in either port or harbor dues since my last annual report.

The tax rate in St. John is \$1.59 on each \$100, and the same amount on incomes in excess of \$400.

## TRANSPORTATION.

Both vessel and railway transportation to Boston or Portland is available. By rail to Boston, the trip requires fourteen hours; by boat, nineteen to thirty-six hours. The freight rate is 30 to 60 cents per 100 pounds.

## FINANCE.

The gross debt of New Brunswick on October 31, 1901, was \$3,746,502; of St. John, \$3,631,092, and of Fredricton, \$280,933.

The revenue of New Brunswick was, last year, \$1,031,267; the expenditures, \$910,346.

## FARM PRODUCE.

Product.	Acres.	Bushels.
Wheat .....	26, 010	478, 686
Barley .....	4, 396	99, 540
Oats .....	184, 114	4, 944, 922
Buckwheat .....	70, 114	1, 479, 477
Potatoes .....	37, 527	4, 077, 478
Turnips .....	7, 633	2, 099, 940

## TRADE WITH THE UNITED STATES.

Trade with the United States is increasing in the following articles, viz: Cotton, iron and steel manufactures, boots and shoes, hats and caps, corn, wheat flour, and drugs.

IRA B. MYERS, *Consul*.

ST. JOHN, *July 7, 1902.*

## ST. STEPHEN.

## IMPORTS AND EXPORTS.

The imports at this port from the United States for the year ended June 30, 1902, amounted to \$581,667; the exports for the same period were \$633,520. This shows a gain of \$5,682 over the imports of the previous year. Exports for the same period also show an increase amounting to \$284,052.

The leading articles of importation from the United States were:

Animal products .....	\$145, 035
Coal .....	25, 273
Corn .....	40, 603
Cotton, raw .....	159, 652
Drugs and dyes .....	34, 584
Oils .....	8, 602
Iron, manufactured .....	30, 569
Sugar, refined .....	25, 519

The leading articles of exportation to the United States were:

Fish.....	\$163,895
Skins.....	13,210
Lumber, laths, etc .....	73,837
Wool.....	45,698

The imports from Great Britain for the year ended June 30, 1902, were \$122,633, and from all other countries, \$45,763.

#### MANUFACTURES.

Manufacturers of all classes of goods have enjoyed a very prosperous year. Labor has been in active demand at good wages. While no new industry has been introduced, extensive additions are being made to the plants of Ganong Brothers' candy factory and the St. Croix Soap Company, both of which claim, with their present output, to be the largest factories of their class in Canada. These additions, when completed, will double the capacity of the former, and will add 50 per cent to the production of the latter. By the introduction of suitable machinery the soap factory is getting, as a by-product, a quantity of crude glycerin from material that previously went to waste.

CHARLES A. McCULLOUGH, *Consul*.

ST. STEPHEN, *October 24, 1902.*

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#### WOODSTOCK.

The principal industries of this part of the Province are agriculture and lumbering.

The past season has been a good one for lumbering, as the frequent rains have kept the St. John River, as well as its branches, so high that practically all the logs were brought to the mills, which is unusual. The lumber and shingle business has been good, and stocks are well cleaned up, shingles and sidings going mostly to the American markets, while deals are largely shipped abroad.

The agricultural interests also have had a good year, with bountiful crops.

#### LAMBS FOR THE UNITED STATES.

One of the sources of income to the farmers in this district is the raising of lambs for the American market. From twenty to thirty thousand lambs are shipped yearly, bringing an income of more than \$50,000, the quality being such that good prices are realized.

#### IMPORTS.

Statistics of imports from the United States are not available, but one sees many American products in this district, notably dry goods, small wares, groceries, cereals, etc.

#### NEW INDUSTRIES.

No new works are being prosecuted in this district, although a company has been organized to build a dam on the Meduxnieag River, about 2 miles west of Woodstock, to provide water power for manufacturing industries; but so far, the matter is only on paper. A

flourishing enterprise is the Carleton County Woolen Company, which manufactures cassimere yarns and a variety of cloths.

### EXPORTS.

Exports entered at this consulate for the United States for the year ended June 30, 1902, were the following:

Article.	1901.	1902.	Article.	1901.	1902.
Agricultural implements (seeders).....	\$1,596	\$1,758	Logs.....	\$327	\$1,165
Bark (hemlock).....	15,831	10,567	Lumber.....	925	5,082
Brick.....	852	.....	Oats.....	.....	352
Cattle.....	1,356	452	Potatoes.....	3,140	10,218
Clapboards.....	1,105	677	Poultry.....	208	275
Emigrants' effects.....	20,849	34,596	Raw furs.....	493	1,665
Harness.....	180	89	Returned American goods.....	3,438	3,169
Hay.....	1,331	202	Shingles.....	23,545	27,508
Horses.....	4,721	12,065	Turnips.....	1,072	146
Lambs.....	35,248	45,246	Sundries.....	200	560

Increase, 1902 over 1901, \$40,835.

At the consular agency at Edmundston, the annual declared export return for 1901-2 was as follows:

Beans.....	\$200
Clapboards.....	1,008
Furs, raw.....	1,479
Horses.....	1,040
Emigrants' effects.....	1,964
Laths.....	487
Lambs.....	960
Liquors.....	336
Lumber.....	5,649
Logs.....	34,982
Potatoes.....	234
Pulpwood.....	900
Ships' knees.....	144
Shingles.....	50,020
Shingles, American.....	55,327
Tea.....	857

Generally speaking, business has been good, and producers are well pleased with the past year.

FRANK C. DENISON, *Consul*.

WOODSTOCK, *October 10, 1902.*

### NOVA SCOTIA.

#### HALIFAX.

The prosperity of Canada has continued unabated during the past twelve months. In revenue, commerce, and industries, the Dominion figures show large increases year by year. The natural wealth of the country is undergoing rapid development; the transportation facilities are already excellent, and the variety and magnitude of the manufactures are being largely extended.

The foreign trade of the Dominion last year, according to the unrevised official returns, amounted to \$424,000,000, an increase of nearly 9 per cent compared with the year preceding.

There were in Canada on the 30th of June, 1901, 18,294 miles of railway track laid, the distribution of which, by provinces, was as follows:

	Miles.
Ontario.....	6,605
Quebec.....	3,544
New Brunswick.....	1,444
Nova Scotia.....	943
Prince Edward Island.....	209
Manitoba.....	2,056
Northwest Territories.....	2,085
British Columbia.....	1,408

The passengers transported by these railways during the fiscal year 1901 numbered 18,385,722; the freight carried amounted to 36,999,371 tons, and the total gross income earned, less general operating expenses, was \$54,613,665, an increase of 41 per cent in earnings as compared with the earnings of 1897, though only 3 per cent above those of 1900.

The St. Lawrence canals have a length of 73½ miles and have 49 locks. The Ottawa and Rideau Rivers Canal system is 29½ miles long and has 59 locks. The total amount expended by the government on canal works and maintenance to June 30, 1901, has amounted to \$98,622,993. The total average annual revenue from the canals since confederation has been \$374,040. The total number of vessels passing through Canadian canals during the fiscal year 1900 was 27,257; their tonnage, 6,538,235; the number of passengers carried, 217,036; and the tons of freight transported, 5,013,693.

The tonnage of vessels (seagoing and inland) arrived at and departed from Canadian ports, exclusive of coasting vessels, in the year 1901, was 26,029,808. The tonnage of vessels employed in the coasting trade which arrived at and departed from Canadian ports during the same year was 34,444,796.

The value of domestic manufactures exported has increased 72 per cent in four years and 15 per cent in the last year.

The total mineral production, metallic and nonmetallic, has risen from \$64,488,037 value in 1900 to \$69,407,031 in 1901. Of the metallic mineral production in 1901, the principal items were:

Gold.....	\$24,462,222
Copper.....	6,600,104
Silver.....	2,993,668
Pig iron.....	1,212,113
Nickel.....	4,594,523
Lead.....	2,199,787

Of the nonmetallic mineral production, coal represents more than one-half. The value of the latter in 1901 was \$14,671,122.

#### BANK AND DOMINION NOTE CIRCULATION.

To the present high degree of Canadian prosperity, the banking system has undoubtedly contributed by the extreme elasticity of its currency, which has permitted an expansion of bank note circulation from \$36,589,103 on June 30, 1898, to \$60,965,801 on September 30, 1902, an increase of 66 per cent in little more than four years' time. While there is apparently still possible a slight further increase, the practicable limit of note expansion has been nearly reached until additional bank capital has been subscribed and paid; for circulation is limited to the amount of paid up capital, and with that as the maxi-

mum the average must necessarily be considerably less. This great expansion has been largely and increasingly on a credit basis, and, even if practicable, it would seem to be unwise to very much further extend it without strengthening the reserves.

The following comparative statement indicates more fully the rapidity and extent of this inflation:

Chartered banks.	June 30, 1898.	June 30, 1901.	Increase.	September 30, 1902.	Increase.
			<i>Per cent.</i>		<i>Per cent.</i>
Paid up capital.....	\$62,303,137	\$67,095,718	8	\$71,084,350	5
Circulation.....	36,539,103	49,119,479	34	60,965,801	24
Specie and Dominion notes.....	24,497,535	30,783,949	25	35,647,717	16
Total liabilities.....	277,407,521	417,320,761	50	488,112,355	17

In 1898, the specie and Dominion notes held by banks amounted to 8.8 per cent of their liabilities at that time; on September 30, 1902, the percentage had fallen to 7.3 per cent. In 1898, the bank circulation was 58.6 per cent of the paid up bank capital; on September 30, 1902, it was 85 per cent.

The ordinary Dominion note issue is fixed at \$20,000,000, the reserve required for which is 25 per cent of specie and guaranteed debentures and 75 per cent of unguaranteed debentures. Any issue in excess of the \$20,000,000 must be secured dollar for dollar in specie. The amount of Dominion notes in issue September 30, 1902, was \$32,948,809, to secure which there is held by the government—

In specie .....	\$19,341,736	
In guaranteed debentures.....	1,946,666	
		\$21,288,402
Unguaranteed debentures.....		17,250,000
Total amount held as against notes .....		38,538,402

The total requirements for present issue are \$15,000,000 unguaranteed debentures and \$17,948,809 in specie and guaranteed debentures. The government therefore holds \$3,339,593 in specie in excess of legal requirements, and against this an additional issue of Dominion notes could be made for this amount.

On June 30, 1898, specie held by banks .....	\$9,283,030
December 31, 1898, specie held by government .....	13,244,347
June 30, 1901, specie held by banks .....	11,695,053
December 31, 1901, specie held by government .....	16,224,576
September 30, 1902, specie held by banks .....	12,501,727
September 30, 1902, specie held by government .....	19,341,736

The specie held by the government and the banks on the last-mentioned date was 41 per cent greater than the amount so held four years before.

To continue currency expansion at the same rate as that of even the past fifteen months would necessitate, under existing law, either a very large increase of bank capital or a very large increase of the government specie reserve, or a combination of the two methods for increase.

As many new and important enterprises are about to be undertaken, it will require care to successfully finance them without disturbing existing business. Already, several banks have reached their circulation limit and have been compelled to pay out the notes of other banks instead of forwarding them for redemption, thus lessening the elasticity

of the currency. A materially different financial condition for Canada will be reached when the currency ceases to be readily expansive. Specie imports on a larger scale than formerly would seem to be probable in the near future.

## DOMINION COMMERCE.

The dutiable imports of the Dominion which were entered for consumption during the fiscal year 1902 amounted in value to \$118,657,496.

The values of the principal dutiable articles imported from the United States were:

Horses .....	\$537, 470
Books .....	580, 142
Portland cement .....	563, 657
Bituminous coal .....	5, 626, 695
Cotton fabrics, printed, dyed, or colored .....	599, 592
Express parcels of small value .....	1, 102, 855
Oranges, lemons, and limes .....	599, 060
Hats, caps, and bonnets (beaver, silk, felt) .....	530, 019
Harvesters .....	900, 179
Mowing machines .....	599, 050
Bar iron and steel, rolled .....	705, 137
Locomotive engines .....	611, 925
Hardware, builders', saddlers', carriage, etc. .....	593, 136
Machinery not otherwise specified, composed wholly or in part of iron .....	4, 438, 985
Iron and steel tools and implements, n. o. p. ....	544, 139
Jewelry .....	518, 794
Boots and shoes .....	665, 716
Mineral oils, refined, etc. ....	877, 753
Bacon, hams, shoulders, and sides .....	635, 483
Sugars, sirups, and molasses .....	953, 128
Pork, barreled in brine .....	561, 414
Watch actions and movements .....	456, 358
Manufactures of wood .....	530, 499
Brass and manufactures of .....	428, 876
Box and flat railway cars .....	442, 479
Electric apparatus .....	918, 228
Furniture .....	441, 889
Parts of agricultural implements .....	489, 734

The value of the cotton fabrics imported from Great Britain amounted to \$2,663,716; of the hats, caps, and bonnets from the same country, \$559,683. Other dutiable imports of large value were silk and manufactures of, \$2,093,114; whisky, \$637,682; flax, hemp, jute, and manufactures of, \$1,492,813; plates of iron or steel, iron, galvanized, etc., \$1,023,678, and wool and manufactures of, \$8,860,315.

The values of the principal articles imported from the United States free of duty during the same year were:

Anthracite coal .....	\$7, 021, 939
Logs and round unmanufactured timber .....	664, 478
Lumber, staves, shingles, dimension, etc. ....	2, 975, 303
Undressed furs .....	965, 660
Hides and skins .....	2, 168, 127
Bananas .....	714, 807
Hemp .....	669, 657
Indian corn .....	2, 480, 397
Flax .....	1, 714, 773
Tobacco .....	1, 919, 916
Binder twines .....	1, 507, 344
Coke .....	775, 774
Cotton wool or raw cotton .....	5, 572, 722
Gums, medicinal or for manufacturing .....	461, 631



Fish lines, seines, net and trawl twine.....	\$332,948
Copper.....	1,255,214
Iron and steel wire.....	1,212,205
Cream separators and parts.....	358,010
Beet-root machinery.....	655,559
Mining machinery.....	793,881
Steel rails.....	1,377,237
Barbed fencing wire.....	751,537
Galvanized iron or steel wire.....	474,725
Crude rubber.....	1,386,681
Articles for Government use.....	1,871,781
Settlers' effects.....	3,751,363
Gold coin.....	5,060,379

The largest imports free of duty from Great Britain during the same year were wool, washed, \$650,275; hemp, undressed, \$623,104; jute cloth, \$838,233; steel rails, \$955,422; tin plates and sheets, \$1,400,783; settlers' effects, \$802,313, and tea, \$842,671. Tea was also imported from the British East Indies to the value of \$688,402.

The imports for consumption from Great Britain and exports to that country amounted during the year 1902 to 40 per cent of the foreign trade of Canada. The imports from and exports to the United States amounted to 46 per cent of this trade for the same year. Great Britain took 55 per cent of the exports and supplied 24 per cent of the imports. The United States purchased 33 per cent of the exports and sold 60 per cent of the imports.

The values of the articles most largely exported from Canada to Great Britain during the fiscal year 1902 were:

Canned lobsters.....	\$882,480
Canned salmon.....	4,735,613
Furs and skins, dressed and undressed.....	1,658,317
Pine deals.....	3,015,694
Spruce and other deals.....	6,399,763
Planks and boards.....	1,623,292
Cattle.....	9,742,588
Butter.....	5,459,300
Cheese.....	19,620,239
Eggs.....	1,691,024
Bacon.....	12,119,342
Canned meat.....	855,138
Fruit, green and ripe.....	1,510,028
Oats.....	1,401,150
Pease, whole.....	1,105,814
Wheat.....	18,024,257
Wheat flour.....	2,290,056
Hay.....	1,702,538
Iron, pig.....	973,955
Sole leather.....	1,539,216

The values of the articles most largely exported from Canada to the United States during the fiscal year 1902 were:

Asbestos.....	\$743,763
Coal, bituminous.....	4,318,681
Gold-bearing quartz, dust, nuggets, etc.....	19,660,470
Copper, fine, coarse, etc.....	2,649,650
Lead.....	708,065
Nickel.....	745,422
Silver.....	2,055,428
Iron ore.....	1,298,101
Codfish, dry salted.....	724,484
Mackerel, pickled.....	286,074

Lobsters:	
Canned.....	697, 835
Fresh.....	364, 185
Other fresh fish.....	2, 734, 036
Logs.....	549, 119
Lumber, boards, scantling, etc.....	11, 059, 228
Staves, shingles, pickets, etc.....	1, 865, 770
Piling, sleepers, and railway ties.....	375, 789
Wood for pulp.....	1, 194, 593
Horses.....	341, 924
Cattle.....	663, 367
Sheep and lambs.....	908, 892
Wool.....	288, 406
Hides and skins.....	1, 623, 469
Hay.....	502, 700
Seeds, clover, grass, etc.....	368, 026
Potatoes, turnips, and other vegetables.....	254, 612
Drugs, chemicals, and medicines.....	293, 878
Household effects.....	1, 450, 533
Steel, and manufactures of.....	345, 432
Wood pulp.....	1, 170, 400

*Exports of manufactures, the produce of Canada, during fiscal year 1902.*

Articles.	Great Britain.	United States.	Total.
Acid, sulphuric.....		\$1, 038	\$1, 044
Agricultural implements.....	\$378, 299	18, 159	1, 814, 730
Books, pamphlets, etc.....	24, 518	83, 187	130, 416
Biscuit and bread.....	127	6, 793	29, 243
Bricks.....	178	5, 101	5, 581
Candles.....		60	60
Carriages.....	2, 010	6, 715	17, 332
Carriages, parts of.....	13, 703	3, 228	27, 003
Carts.....	2, 009	1, 113	9, 022
Wagons.....	4, 960	2, 766	9, 065
Bicycles.....	38, 415	2, 777	312, 835
Bicycles, parts of.....	359	20, 467	85, 768
Other vehicles.....	1, 260	11, 777	19, 694
Charcoal.....	2, 710	1, 803	7, 347
Cement.....		379	1, 359
Cinders.....		75	75
Clay, manufactures of.....		339	414
Clothing and wearing apparel.....	13, 573	46, 673	97, 913
Coke.....		184, 041	184, 499
Cordage, rope and twine.....	20, 010	155, 823	250, 397
Cotton fabrics.....	24, 382	42, 015	358, 948
Cottons, other.....	56, 966	17, 804	544, 647
Cotton waste.....	540	44, 824	55, 368
Drugs, chemicals, and medicines.....	114, 122	293, 878	537, 186
Dyestuffs.....	3, 468	5, 248	10, 667
Electrotypes.....	151	740	1, 221
Extract of hemlock bark.....	66, 814	1, 408	72, 240
Explosives and fulminates.....	12, 153	206, 388	248, 434
Felt, manufactures of.....	150		465
Fertilizers.....		61, 830	61, 831
Fur, manufactures of.....	7, 978	6, 423	16, 222
Glass and glassware.....	1, 273	4, 260	11, 567
Grindstones, manufactured.....	1, 600	18, 787	21, 878
Gypsum or plaster, ground.....	450	9, 319	10, 150
Hats and caps.....	121	1, 615	4, 280
Household effects, n. e. s.....	66, 541	1, 450, 533	1, 538, 186
Ice.....		36, 993	87, 193
India rubber, manufactures of.....	36, 824	189, 664	322, 572
Stoves.....	1, 428	1, 805	7, 707
Iron castings, n. e. s.....	16, 503	17, 793	109, 558
Iron, pig.....	973, 955	132, 753	1, 118, 437
Iron machinery.....	70, 333	60, 333	379, 887
Sewing machines.....	366	11, 864	20, 642
Scrap iron or steel.....	3, 118	140, 730	143, 848
Iron hardware.....	20, 408	16, 911	79, 248
Steel and manufactures of.....	87, 521	345, 422	601, 454
Jewelers' sweepings.....	1, 770	87, 296	89, 066
Junk.....		26, 625	26, 625
Lamps and lanterns.....	2, 459	381	3, 185

*Exports of manufactures, the produce of Canada, during fiscal year 1902—Continued.*

Articles.	Great Britain.	United States.	Total.
<b>Leather:</b>			
Sole .....	\$1,539,216	\$5,031	\$1,617,332
Upper .....	284,643	11,567	293,936
Boots and shoes .....	53,875	15,092	179,522
Harness and saddlery .....	108,218	5,420	119,128
Other manufactures of .....	67,980	16,846	92,045
<b>Lime</b> .....		85,957	111,910
<b>Liquors:</b>			
Ale and beer .....	50	1,554	2,357
Whisky .....	41,098	221,640	367,126
Wines .....	202	1,399	4,338
Other spirits .....	4,638	1,355	24,382
<b>Metals, other than iron or steel</b> .....	23,906	134,116	361,428
<b>Musical instruments:</b>			
Organs .....	332,861	6,555	394,189
Pianos .....	13,043	24,963	68,532
Other .....	1,238	1,361	2,797
<b>Oakum</b> .....	130	48	405
<b>Oil cake</b> .....	187,895		205,798
Oil, n. e. s. ....	5,197	1,949	72,270
Photographs .....	1,036	2,636	5,712
Plumbago, manufactures of .....	950	601	1,561
<b>Rags</b> .....	21,343	64,625	85,968
<b>Ships</b> .....	8,000	23,700	76,583
<b>Soap</b> .....	2,324	2,113	18,960
<b>Starch</b> .....	1,027	158	1,365
Stone, ornamental .....		1,938	3,339
Stone, building .....		20,207	20,406
Sugar of all kinds, n. e. s. ....	3,226	4,313	7,947
Sugarhouse sirup .....		10,652	
<b>Tar</b> .....	200	14,891	16,028
<b>Tin, manufactures of</b> .....	65	7,968	26,524
<b>Tobacco:</b>			
Cigars .....	739	135	3,121
Cigarettes .....		256	5,495
Stems and cuttings .....	56	3,921	9,635
All other, n. e. s. ....	8,273	1,600	42,228
<b>Tow</b> .....		28,548	23,548
<b>Vinegar</b> .....	25		491
<b>Wall paper</b> .....	6	2,497	24,780
<b>Wood:</b>			
Barrels .....	78	2,035	4,930
Household furniture .....	181,773	17,888	279,230
Doors, sashes, and blinds .....	231,770	10,152	308,649
Matches and match splints .....	45,887	442	61,667
Moldings, trimmings, etc .....	1,521		13,288
Falls, tubs, churns, etc .....	3,331	1,144	6,363
Spool wood and spools .....	105,012	1,049	108,431
<b>Wood pulp</b> .....	818,580	1,170,400	2,046,398
Other manufactures of .....	270,462	52,646	375,857
<b>Woolens</b> .....	23,263	16,651	69,939
<b>Other articles unspecified</b> .....	867,134	302,932	1,526,564
<b>Total value of manufactures exported</b> .....	7,313,841	6,031,949	18,452,136

#### FAST ATLANTIC STEAMSHIP SERVICE.

The combination of Atlantic steamship companies under the name of the International Mercantile Marine Company has excited much public discussion in Canada as well as in Great Britain, and Canadians have made it the occasion for again urging the establishment of a Canadian fast line. The Dominion government, several years ago, indicated a willingness to subsidize such a line to the extent of \$750,000 per annum, and it is now claimed that the British government is disposed to pay an additional yearly subsidy of \$375,000. The Canadian Pacific Railway Company has offered, subject to certain traffic arrangements, to establish a weekly service of 20-knot mail steamships, and also a service of freight steamships, between Liverpool and a St. Lawrence port during the summer months, with Halifax as the winter port, for a subsidy of £265,000 (\$1,289,600) per annum during the first ten

years, with a graduated reduction in the amount of subsidy during each of the two following periods of five years.

Many public men insist that the line, if established, should have a speed of 23 or 24 knots, and that better results in speed and safety could be obtained by using a Canadian port on the Atlantic all through the year. With vessels of the greater speed, the voyage from Halifax to Fastnet, a distance of 2,223 miles by the safest summer route, could be made in four days, and three ships would be sufficeint for a weekly service.

#### SOUTH AFRICAN STEAMSHIP SERVICE.

For the purpose of building up and increasing commerce with South Africa, a monthly steamship service has been established and is subsidized by the Dominion to the extent, it is understood, of guaranteeing against loss during one year the companies furnishing the service. The steamships are to sail from Montreal and Quebec during the summer months, and from Halifax and St. John during the winter season. The South African ports are to be Cape Town, Port Elizabeth, East London, and Durban, though these last ports are subject to change. The first steamer sailed from Montreal on October 18, 1902.

#### PROPOSED TARIFF CHANGES.

The three following resolutions represent the topics of most general commercial interest discussed at the annual meeting of the Canadian Manufacturers' Association, held in Halifax, Nova Scotia, on August 13 and 14, 1902:

##### REVISION OF TARIFF.

*Resolved*, That in the opinion of this association, the changed conditions which now obtain in Canada demand the immediate and thorough revision of the tariff upon lines which will more effectually transfer to the workshops of our Dominion the manufacture of many of the goods which we now import from other countries; that in any such revision the interests of all sections of the community, whether of agriculture, mining, fishing, or manufacturing, should be fully considered with a view not only to the preservation but to the further development of all great natural industries; that while such a tariff should primarily be framed for Canadian interests, it should nevertheless give a substantial preference to the mother country and also to any other part of the British Empire with which reciprocal preferential trade can be arranged, recognizing always that under any conditions the minimum tariff must afford adequate protection to all Canadian producers.

##### EXPORT DUTY ON PULP WOOD.

That, whereas, a very large quantity of spruce, balsam, and poplar are each year exported from Canada to supply the 1,100 paper mills in the United States, and notwithstanding the fact that these mills are dependent upon Canada for three-quarters of their total supply, no effort is being made by the Dominion government to retain for Canadians this great source of national wealth: Be it

*Resolved*, That in order to preserve for Canadians and Canadian industries their own natural resources and to encourage the manufacture of paper in our own country, the Dominion government should be asked to place an export duty upon pulp wood of not less than \$4 per cord.

##### WEST INDIAN TRADE.

Whereas the manufacturers of Canada desire to increase their export trade with the British West Indies; and whereas the report of the president and assistant secretary of this association submits the assurance that the agricultural and manufactured products of Canada are suitable to the requirements of the British West Indies; and

whereas the United States at present supply those articles largely because it buys considerable quantities of British West India sugar; and whereas the diverting of this export trade from New York to Canadian ports might be accomplished by increasing our direct importations of British West India sugar: Therefore,

*Resolved*, That this association lend its effort by such measures as may seem desirable to the executive to promote an increase in our direct imports of sugar and other products of the British West Indies.

The amount of wood for pulp reported as exported from the Dominion to the United States indicates that the foregoing resolution upon that subject greatly overstates the importance to American paper mills of the Canadian wood supplied. There is, however, a growing sentiment in favor of an export duty upon logs and pulp wood. The imposition of such a duty does not appear to be imminent, but will probably come within a year or two.

The measures which received some advocacy in connection with the resolution favoring the fostering of trade with the West Indies were the admission of British West India sugar free of duty for two years, if imported in British ships, and the imposition of an import duty on bananas and other fruit when imported from the West Indies otherwise than by a direct route to a Canadian port.

#### PURCHASE OF LOCOMOTIVES IN SCOTLAND.

For the first time since the original purchase of equipment, the Canadian Pacific Railway Company is about to import locomotives from across the Atlantic. It is claimed that the reason for this is that manufacturers in the United States and Canada are overcrowded with orders for the next year, and that in order to secure delivery when required, the company has been compelled to place an order in Scotland for twelve ten-wheeled locomotives.

#### PACIFIC CABLE.

On November 1, 1902, the Pacific cable from Canada to Australia was completed. It is 7,900 miles long, and has been laid in three sections. The northern section extends from Vancouver Island to Fanning Island, and is said to be the longest cable without a break in the world; the central section unites Fanning Island and Norfolk Island, and the southern section joins Norfolk Island and Brisbane. On the above date, a globe-encircling message was received at Ottawa from Ottawa. The time required for transmission was ten hours and twenty-four minutes.

#### WIRELESS TELEGRAPHY.

At Table Head, a bleak headland near Glace Bay, Nova Scotia, a wireless telegraph station has been erected by the Marconi Company. It consists of four steel towers 215 feet high, and a long low structure in the center of the bottom square formed by these towers, which contains the steam engines and dynamos said to be capable of producing an electric current of 80,000 volts. The engines represent 115 horse-power.

#### PROPOSED COMBINATION OF BOOT AND SHOE MANUFACTURERS.

Efforts are being made to effect a consolidation of the leading boot and shoe manufacturers and jobbers of Canada. The contemplated

syndicate is to include, according to report, from forty to fifty of the largest Quebec, Montreal, and Toronto manufacturers.

It is stated that the capital of the new concern has been underwritten to the extent of \$5,000,000. The object of the combination is to effect economy in production and distribution, by enabling factories and localities to specialize their work and to carry much smaller stocks than are at present required. It is stated that under the present system, some factories manufacture and carry as many as 750 different kinds of shoes. This system involves large waste and inefficiency in production and also requires the employment of a much larger capital than would otherwise be needed.

#### IMMIGRATION.

The number of declared settlers arriving in Canada during the fiscal year 1901, was 49,149, of which number 17,987 were reported to have come from the United States. In 1902, the immigration amounted to 67,230—27,000 of these coming to Canada from the United States. A very large proportion of this immigration has settled in Manitoba and the Northwest Territories.

#### THE MARITIME PROVINCES.

During the fiscal year 1902, according to the unrevised returns, the foreign commerce of these Provinces was, as compared with that of 1898, as follows:

##### *Imports entered for consumption.*

Province.	1898.	1902.
Nova Scotia .....	\$6,658,396	\$12,510,752
New Brunswick .....	4,984,974	7,307,271
Prince Edward Island .....	483,123	643,829
Total .....	12,076,493	20,461,852

##### *Exports, domestic.*

Province.	1898.	1902.
Nova Scotia .....	\$10,230,616	\$14,741,432
New Brunswick .....	10,953,027	17,494,156
Prince Edward Island .....	1,387,548	800,692
Total .....	22,571,191	33,039,280

The above tables show that during the past four years, the entire imports have increased nearly 70 per cent and the exports have increased 46 per cent.

#### MINERAL OIL WELLS.

Considerable interest is felt in the search for oil in these Provinces. Oil has been found at Lake Ainslie, Cape Breton; at Cheverie, Nova Scotia; and in Westmoreland and Albert counties, New Brunswick. The most active and promising search at the present time is at Memramcook, New Brunswick, where more than a dozen wells have been

bored. Some of these have already been carried to a depth of 1,300 feet, and it is intended to go to a depth of 2,000 feet. Nearly all of these wells have yielded some oil. Some of them are equipped with pumps and tanks and are coupled in series to a central engine, and are daily operated. The aggregate yield, however, has thus far been very small.

#### LUMBERING.

The lumber exported from the Maritime Provinces goes largely to Great Britain. It consists principally of spruce deals. In Nova Scotia, the output is increasing and is now much larger than a few years ago, but in New Brunswick the maximum output has apparently been passed. The J. B. Snowball Company, which is a very large operator in the latter Province, reports that operations on the Miramichi River are becoming less, as most of the land has been cut over once, and consequently logs are now of small size.

The cut of logs in the Province of Nova Scotia during the winter 1901-2 was estimated to have been nearly 325,000,000 feet, of which about 275,000,000 feet were saw logs and the remainder pulp wood and piling.

The cut of logs in New Brunswick during the same winter was estimated at 450,000,000 feet, about 50,000,000 feet of this being pulp wood.

The shipments of deals, etc., from Nova Scotia to trans-Atlantic ports for five years were as follows:

	Feet.
1897.....	185,362,562
1898.....	148,239,804
1899.....	128,009,504
1900.....	146,294,110
1901.....	182,000,336

The shipments from New Brunswick to trans-Atlantic ports for the same period were:

	Feet.
1897.....	494,000,000
1898.....	412,000,000
1899.....	426,000,000
1900.....	489,000,000
1901.....	399,000,000

#### FISHERIES.

The Lunenburg fishing fleet has, during the past season, numbered 171 vessels, having an aggregate tonnage of 15,008, a net increase over the year 1901 of 13 vessels. The crews employed in 1902 numbered 2,859 men. The catch is estimated at about 190,000 quintals,<sup>a</sup> a decrease of nearly 25 per cent as compared with the preceding year. The present prices are somewhat lower than a year ago, cod being now quoted at \$3.30 per quintal as against \$3.50 in 1901.

#### AGRICULTURE.

The agricultural crops of the Province of Nova Scotia are on the whole about equal to the average production. The oat crop is better than usual. During recent years, there has been a tendency to increase

<sup>a</sup> Of 112 pounds.

the production of wheat and barley and, though not extensively cultivated, satisfactory crops of these grains have been produced this year, especially in the eastern counties. The potato crop is below the average, both in quantity and quality; other root crops are considered satisfactory.

The fruit crop is very much below the average in quantity, and the quality of the apples is very inferior. Last year Nova Scotia exported approximately 300,000 barrels of apples. It is estimated that this year the export will not be over 100,000 barrels and possibly will not exceed 50,000 barrels.

## SHIPBUILDING.

Throughout the Maritime Provinces, there has been considerable shipbuilding within the past two years. There were launched during 1901, from the shipyards of these Provinces, 113 schooners, 3 sloops, 8 steamers, and 3 barkentines, making a total of 127 vessels with an aggregate tonnage of 13,965. Of these, 101 vessels with a tonnage of 11,832 were from shipyards in Nova Scotia.

## COAL.

The coal production of Nova Scotia has increased this year about 20 per cent over that of a year ago. The production for the provincial fiscal year ended September 30, 1902, according to unrevised official figures, amounted to 4,851,003 tons (of 2,000 pounds). The production of coal by counties during the fiscal year 1901 was as follows:

	Tons of 2,000 pounds.
Cumberland .....	535,613
Pictou .....	548,988
Cape Breton .....	2,933,206
Other counties .....	42,601
Total .....	4,060,408

The export of coal from Nova Scotia to the United States during the same year amounted to 660,896 tons (of 2,000 pounds).

During the fiscal year 1901, the employment of labor in the coal mines of Nova Scotia amounted to 7,663 persons. It is undoubtedly considerably in excess of that number now.

The Dominion Coal Company was last spring leased to the Dominion Iron and Steel Company on the basis of 8 per cent dividends, guaranteed by the latter company on \$20,000,000 capitalization. The Dominion Coal Company's shareholders are also to receive 7½ cents per ton on all coal produced over 3,000,000 tons per annum. It is expected that this year's production will equal that amount, and a largely increased output is predicted for next year.

The president of the Nova Scotia Steel and Coal Company estimates that his company will produce about 1,000,000 tons of coal next year. This company is installing this season 80 additional coke ovens and is constructing a large and modern blast furnace.

Arbitration between miners and employers is provided for by a provincial statute passed in 1890, entitled "the miners' arbitration act." Since the passage of this law, there have been no coal strikes in Nova Scotia. In March, 1901, a dispute which arose between the Dominion Coal Company and its employees in respect to wages was arbitrated



under this law and satisfactorily adjusted. At that time, the employing company presented a statement "showing the earnings of a few representative men" from each of the several collieries, making averages in each class of employment at each colliery. These earnings the company stated were "not the highest, but among the highest," and show what good men were actually earning in the year 1900 in the company's mines:

	Average per annum.
Hand cutters.....	\$750.61
Machine cutters.....	967.22
Drivers.....	349.93
Landing tenders.....	399.02
Blacksmiths.....	511.49
Carpenters.....	493.74
Engine drivers.....	557.67
Firemen.....	530.30
Laborers.....	382.76
Loaders.....	399.35

The company stated that during the calendar year 1900, the amount of coal mined slightly exceeded 2,000,000 tons, and that the amount paid as wages to the employees of the company was \$2,187,437.65. The average production of the men employed at the collieries was about 2.8 tons per day per man.

The work is nearly all piece labor, the price being fixed per ton according to the depth and the difficulty of obtaining the coal in any particular place. The miners have no fixed hours of labor, but usually work from eight to ten hours a day. The collieries generally hoist ten hours daily. The wages of the miners have been somewhat advanced since the time of the arbitration above referred to, and at the present time many of the miners are earning from \$2.25 to \$3.00 per diem.

The government of Nova Scotia reserves a royalty upon all coal mined in the province. Up to 1884, this royalty was  $9\frac{1}{4}$  cents per ton on round coal; slack coal was free. In 1884, the royalty was fixed at  $7\frac{1}{2}$  cents per ton upon all coal, round and slack. In 1891, the royalty was increased to 10 cents per ton upon all coal, and in 1893 an arrangement was made with the Dominion Coal Company, whereby a royalty of  $12\frac{1}{2}$  cents per ton is charged upon all coal mined by that company, in consideration of a long term lease at a fixed rate of royalty, not subject to further advance. The revenue of Nova Scotia from its coal royalties has increased during the past ten years as follows:

1893.....	\$142,058
1894.....	209,330
1895.....	214,647
1896.....	235,918
1897.....	224,331
1898.....	227,011
1899.....	274,616
1900.....	353,102
1901.....	367,925
1902 (estimated).....	470,000

#### IRON AND STEEL.

An interesting question has arisen between the Dominion Iron and Steel Company and the Dominion government concerning the interpretation of the bounty provision.<sup>a</sup> The company claims that it is enti-

<sup>a</sup> For Dominion bounties, see Commercial Relations for 1899, Vol. 1, page 362.

tled to the bounty on the pig iron as well as to that on the steel manufactured from the pig iron. The government contention is that the bounty is payable only on cold merchantable pig iron, and that pig iron is made by the company only as a stage in the manufacture of steel. A suit for \$196,000 bounty claimed has been entered in the exchequer court to determine this question.<sup>a</sup> The steel thus far manufactured by the company has been in the form of billets, and has been shipped principally to the United States. Ten open-hearth furnaces are now in operation at Sydney. The average capacity of steel for each furnace is about 75 tons in twenty-four hours. Three of the blast furnaces are in operation, each capable of producing from 250 to 300 tons of pig iron per day.

#### OTHER INDUSTRIES.

One of the largest manufacturing enterprises in Nova Scotia is that of the Rhodes-Curry Company, Limited, at Amherst. This company manufactures cars and does a general contracting and building business. Its car shops turn out about eight cars daily, including street electric and steam railway passenger cars. The plant of the company occupies about 15 acres of land at Amherst. The number of men employed averages 830. The pay roll amounts to \$12,800 monthly.

A new woolen mill is now under construction at Amherst, which is expected to employ about 75 hands and to manufacture tweeds and other fine all-wool cloths.

The property of the old Londonderry Iron Company, at Londonderry and Acadia mines, Nova Scotia, which has stood idle for some time past, has recently been purchased by a company capitalized at \$1,000,000. The announced purpose of the new company is to operate smelting works and a pipe factory. An annual production of 35,000 tons of pig iron is expected; 5,000 tons of that production will be required for the pipe factory. The iron ore mines are of large acreage and are said to contain an abundance of ore. The old coking plant is also to be extended and modernized.

A new industry was established about one year ago on the eastern side of Halifax Harbor. It is known as the Dartmouth Rolling Mill, and is the only plant in the province for rolling iron bars. Fifty skilled workmen are employed, and the output of the mill is about 10 tons daily. The demand for the product of the mill is said to exceed the capacity of the present plant. Scrap iron exclusively is used as raw material.

#### TRANSPORTATION.

For the promotion of the Nova Scotia Eastern Railway, the government of Nova Scotia has agreed, subject to the ratification of the legislature, to increase the usual statutory subsidy of \$3,200 per mile to \$5,000. The total length of the proposed road with branches entitled to subsidy is about 190 miles, thus involving an expenditure for the province in the way of subvention of nearly a million dollars. The Dominion government will also subsidize the road to the usual extent

<sup>a</sup>Under date of December 9, the consul-general says: This suit was decided on December 5, and the judgment is in favor of the company for the amount claimed in the petition. The court holds that in the usage of the trade of those engaged in the manufacture of steel from pig iron, the term "pig iron" includes that substance in liquid or molten state, as well as in its solid form.

of \$3,200 per mile. The route of the railway will be from Dartmouth, on the east side of Halifax Harbor, through the Musquodoboit Valley to Guysborough and Canso. Progress is being made upon the railway from Halifax to Yarmouth by the shore route, but at the present rate of work, it is not probable that the entire road will be open for traffic under two or three years.

The crossing of the Strait of Canso has been made much more expeditious by a new ferryboat which is run in connection with the Inter-colonial Railway, and transports an entire train from one side to the other, removing the necessity for change of cars. Bridging this strait has been considerably discussed during the past year; a company has been incorporated for the purpose and engineers have made surveys. The plans prepared are for a cantilever, double-tracked bridge, with a span of 1,800 feet, to be 150 feet above the water. The cost of such a bridge is estimated at \$5,000,000.

#### PORT OF HALIFAX AND CONSULAR DISTRICT.

During the fiscal year ended June 30, 1902, the imports at Halifax, entered for consumption, amounted to \$6,936,977 in value, of which \$4,475,595 were dutiable and \$2,461,382 were free goods. Compared with the year 1901, the increase in entire importation was about 6½ per cent. The total exports from Halifax amounted to \$7,589,957 in 1902, an increase of over 10 per cent compared with the exports of 1901.

The imports from Great Britain and the United States during the years 1901 and 1902 were:

Class.	Great Britain.		United States.	
	1901.	1902.	1901.	1902.
Dutiable goods.....	\$1,239,766	\$1,235,863	\$1,018,467	\$972,686
Free goods.....	684,900	892,678	871,525	838,132
Total.....	1,924,666	2,128,541	1,889,992	1,810,768

The foregoing table shows that during the year past, the imports from Great Britain have increased at this port about 10 per cent, while the imports from the United States have fallen off about 4 per cent. The British gain is entirely in free goods and is nearly accounted for by the gain in the importation of hemp from Great Britain, which amounted to \$184,123.

The imports from all other countries for the same two years were:

Class.	1901.	1902.
Dutiable goods.....	\$2,071,675	\$2,267,086
Free goods.....	616,768	730,572
Total.....	2,688,443	2,997,658

The increase in imports from all other countries amounts to about 9 per cent in dutiable goods and about 18 per cent in free goods.

The following is a partial statement of articles imported at Halifax from Great Britain and the United States for the fiscal years ended June 30, 1901 and 1902:

Articles.	Great Britain.		United States.	
	1901.	1902.	1901.	1902.
<b>DUTIABLE.</b>				
Books.....	\$21,065	\$15,182	\$19,235	\$18,563
Brass.....	846	1,878	8,550	7,774
Breadstuffs.....	15,066	16,410	9,883	12,778
Bicycles.....	17	46	3,764	2,532
Cottons.....	82,962	79,163	82,217	25,894
Drugs.....	22,097	27,823	25,801	35,258
Earthenware and china.....	32,846	27,085	5,976	5,257
Green fruit.....	17,901	22,385	35,275	29,126
Glass.....	13,481	15,648	11,147	19,345
Fish.....	701	1,751	15,350	11,981
Hats and caps.....	24,265	23,346	12,068	17,569
Iron and steel.....	97,784	108,331	207,375	154,468
Leather, and manufactures.....	3,301	2,857	11,605	19,083
Meats.....	564	1,370	86,470	94,969
Butter and cheese.....	378	382	8,101	86
Oils.....	67,568	63,535	111,546	105,635
Soap.....	7,597	3,031	5,784	6,697
Spirits and wines.....	108,001	117,275	2,233	1,802
Sugar.....	7,317	12,033	3,858	9,122
Molasses and sirups.....		781	32,133	4,557
Vegetables.....	6,606	10,910	11,839	11,205
Wood, and manufactures of.....	1,505	2,341	13,089	10,624
Wool, and manufactures of.....	247,782	219,088	2,212	3,874
Other dutiable articles.....	460,176	463,212	348,966	364,437
Total dutiable articles.....	1,239,766	1,235,863	1,018,467	972,636
<b>FREE.</b>				
Salt.....	23,301	31,039	119,615	76,274
Wood.....	119	201	29,307	10,022
Grease.....	977	908	4,577	2,161
Cocoa beans.....	7,668	12,749	4,286	2,287
Green fruit.....			26,296	32,952
Indian corn.....			177,275	146,772
Hemp.....	193,747	377,870	67,560	131,998
Leaf tobacco.....			4,227	3,062
Cotton waste.....			7,506	2,406
Cotton wool.....			117,169	168,290
Drugs.....	13,827	20,076	30,076	26,843
Lines and twines.....	12,425	23,729	67,512	68,972
Iron and steel.....	137,846	187,270	77,834	54,751
Settlers' effects.....	1,350	2,250	19,001	13,496
Tea.....	167,253	125,471		
Other free goods.....	136,387	111,115	119,284	97,876
Total free articles.....	684,900	892,678	871,525	838,182

The exports from Halifax, as classified by clearances at the custom-house, to Great Britain, the United States, and all other countries for the fiscal year 1902, were:

Classification.	Great Britain.	United States.	Other countries.	Total.
Produce of—				
Mines.....	\$9,953	\$36,615	\$57,463	\$104,031
Fisheries.....	633,693	1,001,589	1,824,008	3,509,290
Forest.....	804,810	54,935	139,820	999,565
Animals.....	386,928	6,757	168,507	562,192
Agriculture.....	851,791	33,623	555,504	1,440,918
Manufactures.....	434,280	19,287	302,469	756,036
Miscellaneous.....	10,500		371	10,871
Total.....	3,181,955	1,152,806	3,181,966	7,382,903
Add coin and bullion not the produce of Canada.....				31,867
Other exports not the produce of Canada.....				175,187
Total exports from the port of Halifax for 1902.....				7,589,957

The digest of consular invoices, certified at the port of Halifax during the fiscal year 1902, shows the decreases and increases in exports, compared with the year 1901, as below:

*Decreased exports.*

Articles.	Total value 1902.	Decrease.
Ammonia, liquor .....	\$1,615	\$1,119
Berries .....	13,321	4,367
Barrels .....		1,400
Fish:		
Dried .....	314,452	48,387
Smoked .....		150
Squids .....	547	570
Lobsters:		
Canned .....	57,127	2,704
Live .....	2,804	928
Grapes .....		909
Horses .....	1,540	350
Ore concentrates .....		3,640
Paintings .....	100	155
Pianos .....		100
Seal skins .....		1,700
Total of decreased certification .....	391,506	67,259

*Increased exports.*

Articles.	Total value 1902.	Increase.
Apples .....	\$952	\$952
Cresosote .....	531	14
Emigrants' effects .....	11,275	6,852
Fish:		
Fresh .....	53,991	26,546
Pickled .....	350,726	16,491
Fishhooks .....	542	196
Furs, raw .....	5,292	5,292
Gold, bullion .....	287,567	287,067
Hides and skins .....	1,174	570
American goods, returned .....	43,679	28,067
Junk .....	37,068	12,950
Laths and lumber .....	62,021	33,780
Miscellaneous .....	4,787	3,514
Molasses .....	634	634
Oil:		
Cod .....	41,812	9,788
Seal .....	1,523	1,523
Ore, manganese .....	1,240	614
Potatoes .....	4,202	1,632
Rope .....	5,643	4,404
Skates .....	879	632
Hockey sticks .....	199	199
Gunpowder, smokeless .....	3,650	3,650
Total of increased certification .....	869,387	445,939

The entire certification of invoices at this port during the year mentioned amounted to \$1,260,893, a net increase of \$378,730. Of this entire certification, \$90,072 was for Porto Rico, a decrease of \$23,803 as compared with Porto Rican exports of 1901.

The value of goods exported from Halifax through the United States to other countries during 1902 was \$888,240, an increase of \$161,311. The imports at Halifax from other countries through the United States amounted to \$85,774 for the same year, a decrease of \$3,280.

The trade of Halifax with the British West Indies amounted in the aggregate in 1902 to nearly \$2,000,000; of the exports, \$1,193,410

were of the produce of Canada. The largest importation from these islands was of sugar, to the value of \$562,918. Halifax also imported sugar from Germany, to the value of \$1,024,300.

Halifax exported to Newfoundland during 1902 goods valued at \$421,502. Of this total, \$331,580 were of the produce of Canada. The imports from Newfoundland consisted chiefly of fish, which amounted to the value of \$413,890.

The different vessels arriving at the port of Halifax in 1902 were classified as follows:

Nationality.	Steam.		Sailing.		Grand total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British .....	318	470,151	491	37,031	809	507,182
United States .....	26	24,103	81	11,660	107	35,763
Other countries .....	77	107,195	45	26,428	122	133,623
Total .....	421	601,449	617	75,119	1,038	676,568

The vessels arriving at this port during the fiscal year 1901 numbered 1,062, and the total tonnage for that year was 798,950, making a decrease in tonnage arriving during the past year of over 15 per cent compared with the year preceding.

There were 69 American fishing vessels which entered at the port of Halifax during the year October 31, 1901, to October 31, 1902. At Liverpool, 152 such vessels entered during the same period, and at Lunenburg 5.

The combined digests of invoices certified at the agencies of this district show the following changes for the year 1902 as compared with 1901:

*Decreased exports at agencies.*

Articles.	Total value 1902.	Decrease.
Apples .....		\$78.00
L. b-ter: .....		
Canned .....		1,070.00
Live .....		3,199.00
Miscellaneous .....		1.00
Ships' knees .....		571.50
Total of decreased certification .....		4,919.50

*Increased exports at agencies.*

Articles.	Total value 1902.	Increase.
.....	\$434,662	\$150,531
Good .....	99,277	84,998
American goods returned .....	150	150
Horses .....	125	125
Household effects .....	200	200
Laths .....	4,798	2,999
Lumber .....	43,853	22,448
Cod oil .....	948	946
Wood pulp .....	17,135	10,688
Potatoes .....	10,200	6,285
Total of increased certification .....		279,120

The values of exports certified at the agencies of the Halifax consular district during the fiscal years 1901 and 1902 were:

Agency.	1901.	1902.	Increase.
Bridgewater.....	\$21,813.90	\$121,091.42	\$99,777
Liverpool.....	20,015.21	32,515.59	12,500
Lunenburg.....	296,818.21	457,741.48	161,924
Total certification.....	337,147.32	611,348.49	274,201

The exports and imports of the customs districts in which these agencies are situated, according to the custom-house clearances during the fiscal year 1902, were:

For—	Exports.	Imports.
Lunenburg, including Bridgewater and other outports.....	\$714,481	\$190,902
Liverpool and outports.....	91,194	23,076

The invoices certified at the Halifax consulate during the three months ended September 30, 1902, amounted to \$247,398. The invoices certified at the agencies of this district during the same period amounted to \$125,263.

JOHN G. FOSTER,  
*Consul-General.*

HALIFAX, November 14, 1902.

#### SYDNEY.

The exports from this district to the United States during the fiscal year ended June 30, 1902, have very largely increased, owing to the fact that the output of the Dominion Iron and Steel Company has, in a great measure, found a market there, as will be seen by an examination of the following statement:

*Declared value of exports from the port of Sydney to the United States during fiscal years 1901 and 1902.*

Name of article.	1901.	1902.	Increase, 1902.	Decrease, 1902.
Ammonia, sulphate of.....	\$12,569.61	\$63,618.05	\$51,048.44	
Boiler, steam, and stack.....	515.00			\$515.00
Books.....		85.50	85.50	
Car, railway, flat.....	415.00			415.00
Coal, bituminous:				
Slack.....	10,842.50	50,697.20	39,854.70	
Steam.....	10,313.60			10,313.60
Coke.....		12.50	12.50	
Diamonds, set.....	500.00			500.00
Emigrants' effects.....	2,121.00	3,616.50	1,495.50	
Fish:				
Mackerel, pickled.....	2,264.00	3,784.00	1,520.00	
Salmon, fresh.....	420.27			420.27
Trout, pickled.....		119.00	119.00	
Furs, green.....	4,301.00	5,277.50	976.50	
Furniture, office.....		241.00	241.00	
Hides, salted, cattle.....	1,653.14	1,304.56		348.58
Iron, pig.....	19,474.41	215,486.35	196,011.94	
Junk:				
Rope.....	552.50			552.50
Brass.....	135.72			135.72
Lobsters:				
Canned.....	11,298.50	9,984.00		1,314.50
Live.....		290.00	290.00	

*Declared value of exports from the port of Sydney to the United States, etc.—Continued.*

Name of article.	1901.	1902.	Increase, 1902.	Decrease, 1902.
Machinery.....		\$438.00	\$438.00	
Potatoes.....	\$233.75	1.25		\$232.50
Pulp, wood.....		2,240.00	2,240.00	
Skins, calf.....	102.55			102.55
Steel, billets.....		218,944.95	218,944.95	
Steel, slabs.....		1,899.69	1,899.69	
Steel, scrap.....		1,580.76	1,580.76	
Tripolite.....	603.79	802.00	198.21	
Tar, coal.....	3,765.31	9.00		3,756.31
Tools, construction.....	608.80			608.80
Returned American goods.....	23,236.20	32,447.77	9,211.57	
<b>Total.....</b>	<b>105,926.65</b>	<b>612,879.58</b>	<b>526,168.26</b>	<b>19,215.38</b>

Net increase for 1902, \$506,952.93.

The declared exports from the consular agencies in this district to the United States for the fiscal years 1901 and 1902 were:

Agencies.	1901.	1902.	Increase, 1902.	Decrease, 1902.
Arichat.....	\$2,303.00	\$1,160.50		\$1,142.50
Cape Canso.....	4,421.83	4,067.50		354.33
Louisburg.....	695,612.25	979,077.20	\$283,464.95	
Pictou.....	137,313.97	190,216.33	52,902.36	
Port Hawkesbury and Mulgrave.....	106,352.71	89,779.11		16,573.60
Pugwash and Wallace.....	19,760.50	14,136.75		5,623.75
<b>Total.....</b>	<b>965,764.26</b>	<b>1,278,427.39</b>	<b>336,367.31</b>	<b>23,704.18</b>

Net increase in exports from the agencies to the United States for 1902, \$312,663.13.

The total increase in declared value of exports to the United States from this consulate and the agencies connected therewith during the fiscal year of 1902 amounted to the large sum of \$819,616.06, and was largely composed of the products of the Dominion Coal Company and the Dominion Iron and Steel Company. These two companies have been consolidated during the past twelve months.

I give below a statement of imports:

*Imports.*

Dutiable specified articles from United States.....	\$228,539
Dutiable nonspecified articles from United States.....	82,899
<b>Total of dutiable imports from United States.....</b>	<b>311,458</b>
Nondutiable specified articles from United States.....	302,867
Nondutiable unspecified articles from United States.....	133,082
<b>Total of nondutiable imports from United States.....</b>	<b>435,949</b>
<b>Total of dutiable and nondutiable articles imported from United States.....</b>	<b>747,407</b>
Dutiable imports from Great Britain.....	263,530
Dutiable imports from all other countries.....	13,417
<b>Total of dutiable imports from Great Britain and all other countries.....</b>	<b>276,947</b>
Nondutiable imports from Great Britain.....	20,460
Nondutiable imports from all other countries.....	454,509
<b>Total.....</b>	<b>474,969</b>
<b>Total imports from Great Britain and all other countries except the United States.....</b>	<b>751,916</b>
<b>Total imports from United States.....</b>	<b>747,407</b>
<b>Excess of imports from Great Britain and all other countries over those from the United States.....</b>	<b>4,509</b>
<b>Total imports at port of Sydney, fiscal year 1902.....</b>	<b>1,499,323</b>



The decrease in imports noted in the foregoing tables is composed almost wholly of the iron, steel, and lumber used in the construction of the Dominion Iron and Steel Company's plant, which is now nearing completion.

Imports of goods intended for domestic or personal use have increased during the past year, notably breadstuffs, books, cottons, drugs, green fruits, hats and caps, meats, oils, vegetables, anthracite coal, sugar, and tea.

While the direct imports of boots and shoes show a slight decrease from those of last year, the actual number of these articles used here has greatly increased. The purchase of foreign footwear for this market is now made largely through agents at Halifax instead of by direct importation.

The following table shows the specified classes of imports from the United States, Great Britain, and other countries for the fiscal year 1902:

*Specified imports from United States, Great Britain, and other countries to the port of Sydney during the fiscal year ended June 30, 1902.*

Classes.	United States, fiscal year 1902.	Great Britain, fiscal year 1902.	All other countries, fiscal year 1902.
Animals.....	\$2,520		
Books.....	3,803	\$248	
Brass.....	2,316	884	
Breadstuffs.....	2,277	290	\$108
Bicycles.....	479		
Coal, anthracite.....	9,470		
Cotton waste.....	1,436		
Cottons.....	4,564	18,064	
Drugs.....	6,192	71	
Earthenware.....	456	101	
Fish.....			609
Green fruit.....	21,300	1,789	639
Glass.....	1,437	4,033	575
Hats and caps.....	7,340	2,185	
Iron and steel.....	401,449	159,021	9,456
Boots and shoes.....	2,342	4	
Meats of all kinds.....	3,881	294	18
Settlers' effects.....	29,165		
Salt.....	196		
Soap.....	175	43	
Oils.....	1,645		
Spirits, wine, and lager beer.....	1,039	5,685	2,068
Sugar.....	928	83	
Tea.....	468		
Vegetables.....	3,909	458	
Wood, manufactures of.....	21,692	74	
Wool, manufactures of.....	1,462	23,738	
Not specified.....	215,981	66,276	454,376
Total.....	747,407	283,990	467,925

Grand total, \$1,499,323.

*Total imports at port of Sydney for fiscal years 1901 and 1902.*

From—	1901.	1902.	Increase or decrease.
Great Britain.....	\$279,075	\$283,990	+4,915
United States.....	2,242,161	747,407	-1,494,754
All other countries.....	327,891	467,926	+140,035
Total.....	2,849,127	1,499,323	-1,349,804

As heretofore stated, the decrease in imports from the United States has been principally in iron and steel and in manufactures of wood (including hard pine and creosoted piling) used by the Dominion Iron and Steel Company for construction work, the former being \$1,303,255 and the latter \$53,437, or a total of \$1,356,792. The remaining decrease (\$137,962) comprises settlers' effects, spirits, leaf tobacco, brass, earthenware, and various other articles in small amounts.

The unsettled conditions of business in Sydney, arising from the construction of the iron and steel plant, which created an unhealthy boom, have passed away. Trade is at present conducted on sound business principles. Manufacturers and exports of the United States can now seek this market with assurance that the speculative spirit among its merchants has been almost entirely eliminated; and this firmer tone is owing in no small degree to the destructive fire which swept the town in October, 1901, and put out of business many of the less substantial firms.

#### IRON AND STEEL.

The Dominion Iron and Steel Company, Limited, has, since my last report, completed the fourth and last of its set of blast furnaces. These furnaces are now in operation, with a daily output of from 1,000 to 1,200 tons of pig iron.

The company has also completed and put in operation 10 open hearth furnaces and a blooming mill.

The amount of iron ore imported from all sources during the year amounted to 472,686 tons.

One hundred and seventy-seven thousand three hundred and thirty-seven tons of pig iron were produced, markets for which were found in England, Canada, and United States. The output of 20,460 tons of steel was sold principally in the United States.

There are also in operation 400 coke ovens of the Otto Hoffman style, the by-products of which—coal tar and sulphate of ammonia—have been shipped chiefly to the United States. A large sale of coke has also been made to parties in the United States, and is now in process of delivery to the purchasers by means of some of our largest American sailing vessels. Pig iron, steel, and sulphate of ammonia have been delivered from time to time, by steamers chartered by the company and sailing mostly under the Norwegian flag.

The steel-rail mill is nearing completion and is expected to be in operation about the 1st of January, 1903.

Altogether, the past year has been a favorable one for the iron and steel company. It has been unable to produce and ship material as fast as orders were booked and delivery demanded.

Across the harbor, at North Sydney, the Nova Scotia Steel and Coal Company has greatly developed its property, having erected during the year thirty coke ovens. The product of these ovens is used at the company's works in Trenton and Ferrona, Nova Scotia.

The company has also developed its coal properties by sinking new shafts and slopes at a distance from the old ones, and by rebuilding and enlarging its coal-shipping pier, so that the largest class of ocean-going steamers can readily bunker or load alongside.

During the present winter, it is the intention of the company to increase the size of the coal pier to enable it to handle with greater

facility the increased output of the mines. The present output from these mines is about 250,800 tons yearly, which, it is expected, will be increased to 1,000,000 tons during the coming year.

The company is also erecting a blast furnace and additional coke ovens, work on which will proceed during the fall and winter. A steel mill will also be erected within the next twelve months, the product of which will be used at the Trenton works.

#### COAL INDUSTRY.

The bituminous coal industry of this section of Nova Scotia has been largely increased during 1902, and the coming year will witness a still greater development in this line, as the Dominion Coal Company, Limited, is at present sinking new shafts and slopes to enable it to meet the constantly increasing demand for coal. An agent of the company visited Europe last year, and, as a consequence, several cargoes of coal, aggregating about 43,000 tons, were sent abroad. The results were gratifying, and during the coming winter, when navigation to the upper Canadian ports ceases, this trade will no doubt be resumed. During the season of open navigation to St. Lawrence River ports, the company's output is in such local demand that foreign shipments have to be suspended.

The total shipments of coal by the Dominion Coal Company during the year ended June 30, 1902, were 2,780,829 tons, or an increase of 520,537 tons over the figures for the previous twelve months.

The shipments were, in detail:

United States .....	tons..	632,021
Newfoundland .....	do...	55,392
Canada .....	do...	1,653,857
Europe .....	do...	37,893
St. Pierre (French island) .....	do...	8,815
West Indies .....	do...	5,982
Trans-Atlantic (bunker) .....	do...	98,510
All other (bunker) .....	do...	61,426

Other statistics follow:

Number of pits owned by company .....	6
Number of miners employed by company .....	2,500
Number of other workmen employed by company .....	4,000
Steamers owned and used .....	5
Steamers chartered .....	14
Tugs owned and used .....	2
Barges owned and used .....	5

A substantial increase has also been made to the number of coal cars. These cars were constructed at Amherst, Nova Scotia, by the firm of Rhodes, Curry & Co.

At Louisburg, the winter port of the Dominion Company (Louisburg is an open port during the entire season), the latter has what is probably one of the most complete shipping piers in America, if not in the world. It is no infrequent occurrence for a steamer of 6,000 tons capacity to be loaded in from eight to ten hours by means of the chutes and the conveying belt.

It is believed that the present year will see an increase in the output of the company of at least 1,000,000 tons of coal, as the new pits and slopes are beginning to yield nearly their contemplated amount. This increase, together with the augmented output of the Nova Scotia

Steel and Coal Company, should make an addition of nearly 2,000,000 tons to the quantity of coal mined for shipment by these companies alone.

#### PICTOU AGENCY.

The consular agent at Pictou reports the value of imports from the United States at that port to be \$206,702. The leading articles received were dry and green hides, machinery, manufactures of iron and brass, cotton goods, jewelry, paints, and oils.

The exports to the United States from that agency for the same period amounted to \$190,216, and consisted principally of canned lobsters, fresh and salted fish, woolen goods, gold bullion, and coal.

All of the local industries are reported to have had a prosperous year, and this prosperity will probably continue, as orders for future delivery are good.

Two new industries have been inaugurated during the year, namely, the Pictou Foundry and Machine Company, employing 25 men, and the Pictou Freestone Company, working valuable deposits of freestone.

The coal shipments from this agency to the United States, which had been abandoned for a number of years, were resumed in 1902, some 20,000 tons having been sent across the line. As the coal is of good quality and in former years had a large sale in the United States, and, furthermore, as the collieries are all making extensive improvements at their mines and piers, shipments to our Eastern seaports will no doubt rapidly increase in the near future.

#### PORT HAWKESBURY AND MULGRAVE.

The consular agent at Port Hawkesbury and Mulgrave, on the Strait of Canso, also presents an interesting report. The chief items of interest I quote:

Imports from the United States, consisting of hard pine, railroad supplies, machinery, and fruit, amounted to \$35,058. Steel rails were imported from Great Britain amounting to \$28,836.

Exports to the United States, consisting of pickled and fresh fish, canned lobsters, raw furs, junk, and settlers' effects, amounted to \$90,509, and cattle and farm products to the value of \$30,484 were sent to Newfoundland.

The Inverness and Richmond Railroad and Coal Company now connects with the government railway (Intercolonial) system at Point Tupper and runs daily passenger trains to and from Broad Cove coal mines. The company owns and operates these mines and raised 50,000 tons of coal during the year, as against 4,000 in 1901. It employs 300 men and expended \$100,000 on road and wharf improvement, besides \$60,000 in building 60 double cottages for its employees. The company's coal shipments were to Nova Scotia markets only.

The Cape Breton Railway, the building of which was started in 1901, has a line surveyed from Port Hawkesbury to Louisburg and graded to St. Peters Canal, a distance of 30 miles. Track has been laid for 9 miles. On the ground, ready to be distributed, are sufficient rails and sleepers for the first 30 miles.

This company also has valuable coal deposits at Basin River Inhabitants, where a steam "Calyx" drill has been at prospecting work during the past year.

The Port Hood Coal Company, which has also recently made large improvements to its properties, raised 28,000 tons of coal this year, as against 1,000 for 1901.

A new industry has lately been inaugurated here—the mining of rock barytes at Lake Ainslie. The first shipment—200 tons—was sent to New York in July of this year. The success of this industry depends largely upon how the rock barytes will grade there.

The new steam ferry put on the Strait of Canso, between Point Tupper and Mulgrave, for the transportation of the Intercolonial Railway cars across the strait, has

been giving fairly good service during the year. The ferryboat is 350 feet in length and has a carrying capacity of 25 loaded freight cars, or a train of 9 Pullman cars, locomotive, and tender.

A company made application to the legislature last winter for permission to bridge the Strait of Canso, between Cape Porcupine and McWilliams Point, the location selected by its engineer. Up to this time, however, no active steps have been taken in the matter.

#### MISCELLANEOUS.

A disastrous fire visited the town of Sydney on October 19, 1901, and completely destroyed the greater part of the business district. The loss was \$500,000, about one-half of which was covered by insurance.

As soon as possible, temporary wooden buildings were erected and business was resumed. Already, many handsome modern houses of brick and stone have risen in the burned district, and by the end of the year Sydney will possess business blocks second to none in the maritime provinces.

While these large building operations have been going on in the business section of the town, the residential portion has not been neglected, and a large number of handsome dwellings have been erected.

The town has expended large sums of money in enlarging the storage capacity of its water system, in laying new mains and putting in fire plugs.

Due attention has been given to street improvements, and as far as the water and sewerage services have been extended, the streets have been macadamized and asphalt footways laid.

Electric street cars will be put in operation this fall. In Sydney, the line will be 6 miles in length and will connect with a 21-mile interurban line running to all the outlying mining towns as far as Glace Bay.

The initial equipment will consist of 6 cars for the local service, and 15 for the interurban. The plant, however, will be capable of furnishing sufficient power to operate double that number of cars.

The company is known as the Cape Breton Electric Company, Limited, and is composed of American capitalists.

A large number of manufacturers from western Nova Scotia, New Brunswick, and Upper Canada have visited Sydney during the year, with a view to either removing their businesses to or establishing branches as this port. Especially is this true of manufacturers who produce goods requiring considerable amounts of iron or steel.

If the proposed fast trans-Atlantic service between Canada and England becomes an established fact, Sydney, with its splendid harbor, will undoubtedly become a port of call for the transfer of mails and passengers and the coaling of steamers, if not later on the actual terminus of the line.

In conclusion, I would state that the past year has been a prosperous one for Sydney and the surrounding country, and in view of the establishment of new industries and a greater development of the mineral wealth of the island, there is every reason to believe that the future will witness even greater commercial activity.

GEORGE N. WEST, *Consul*.

SYDNEY, *September 15, 1902.*

## WINDSOR.

Windsor, Nova Scotia, is an intermittent seaport, the shire town of Hants County, situate at the junction of the rivers Avon and St. Croix, about 8 miles from Minas Basin. It is an intermittent seaport, because twice in twenty-four hours it is a good port and twice during the same time it is no port at all. Twice daily the waters of this port are from 30 to 50 feet deep—deep enough to float the largest ocean steamer—and twice in the same period the waters disappear, leaving vessels in port helpless in the mud, waiting for the return tide to float and carry them out.

This wonderful phenomenon of nature, seen only at the bay ports of New Brunswick and Nova Scotia, is caused by the great tides of the Bay of Fundy pushing up through Minas Basin, rolling back the waters of the short river Avon till full tide at Windsor makes a broad deep bay, sufficient for the largest vessel. Navigation therefore depends entirely on the ebb and flow of the tides of Fundy.

The consular district of Windsor is composed of Windsor, the principal port, and its four agencies, Parrsboro, River Hebert, Cheverie and Kingsport; they include all of Hants County and parts of the counties of Cumberland and Kings.

## IMPORTS AND EXPORTS.

I give the following figures as to the imports and exports of Windsor and its subports for the fiscal year ended June 30, 1902, and also a statement by months of the last six months of the same year:

Period.	Imports.	Exports.	Excess exports.	Excess imports.
For 12 months ended June 30, 1902.....	\$221,962	\$254,489	\$32,527	.....
For first six months of 1902:				
January.....	10,924	9,088	.....	.....
February.....	928	.....	.....	.....
March.....	18,552	.....	.....	.....
April.....	28,124	11,668	.....	.....
May.....	7,482	17,678	.....	.....
June.....	50,766	56,702	.....	.....
Total for six months.....	116,776	95,131	.....	\$21,645
First half fiscal year 1902.....	106,186	159,351	54,172	.....
Second half fiscal year 1902.....	116,776	95,131	.....	21,645
Difference for whole year.....	.....	.....	32,527	.....

The great bulk of the exports of Windsor consists of crude gypsum, taken from the Hants plaster quarries and shipped to the United States for manufacture. The total exports from Windsor are:

Total exports—	
To all countries.....	\$254,489
To United States.....	198,029
To all other countries.....	56,460
Of gypsum.....	139,436
Total of all other exports to United States.....	58,593

## TRADE AT PARRSBORO AGENCY

The exports and imports, as reported by the Dominion government, for the fiscal year ended June 30, 1902, are:

Exports .....	\$388,532
Imports .....	14,857
Excess of exports .....	373,675

These remarkable figures are caused by the great increase of the Spring Hill coal trade with the United States within the last year. The exports to all countries were \$388,532; total exports to United States, \$188,830; total coal exports, \$80,643; other exports to United States, \$108,187.

Parrsboro's trade is still growing, as the agent's report for last quarter gives the exports to the United States as \$163,497.07, of which coal alone amounts to \$124,085, or three times the shipment for the June quarter, 1902. In the other agencies, business has declined.

## UNITED STATES TRADE.

Trade with the United States has undoubtedly fallen off in this consular district; nor is this decline due to the preferential tariff of 33½ per cent in favor of Great Britain. A recent interview with the leading merchants of Windsor drew out the opinion that the trade lost by the United States has not gone to Great Britain, but to the home manufactories.

Many important firms in the United States now have branches in Canada, employing both American capital and American workmen, and turning out American styles of goods, free from the Canadian tariff.

In their habits, styles, and tastes, the mass of Canadians (in the English Provinces) are more like the Americans than they are like the English. Their money is decimal, like our own, and at par with it, and United States money of all denominations—from silver dollars to copper cents—circulates freely. I think it safe to say that every seventh dollar in circulation in Windsor is American money.

If United States manufacturers and exporters would hold their market in this part of Canada, they must put in the field better goods and stronger agents. The sharp competition of the home market will now have to be met.

JOSEPH T. HOKE, *Consul*.

WINDSOR, *October 31, 1902.*

## ONTARIO.

## BELLEVILLE.

The consular district of Belleville, which includes the four consular agencies of Deseronto, Trenton, Picton, and Napanee, is making excellent progress commercially, and merchants, manufacturers, miners, and agriculturists are buoyant with hope for the future.

In the fiscal year ended June 30, 1901, 769 consular invoices were declared for goods exported to the United States, to the value of

\$660,199.59, while in the fiscal year ended June 30, 1902, 871 invoices, for \$827,771.90 worth of goods, were declared; this is a fair index of the general improvement in trade. The goods exported are mostly in a raw or semiraw state, such as sawn lumber, hides, cattle, etc., and in every line represented there was an increase, excepting cattle (stockers), the shipments of which show a decrease.

#### DAIRY INDUSTRY.

The dairy industry is flourishing and prices are high. This is said to be the best cheese-producing county in Canada.

Several new industries are projected in this city. A large plant for the manufacture of cement and a pork-packing house are being promoted, and from all indications, both will soon be erected. The rolling mills built here several years ago will resume operations under new auspices, beginning early next year. The manufacture of veneered doors by Gilmour Company, of Trenton, is assuming large proportions. Most of the output is exported to different parts of the United States. These doors, which are constructed by veneering different varieties of hard woods on a base of pine, are not only handsome and finely finished, but, it is claimed, will not shrink or crack and are far more durable than if made from solid lumber.

The Canadian Portland Cement Company is at present installing machinery at its Marlbank plant which will double the capacity of that factory. It is expected that the new machinery will be in operation toward the end of February next. The output of the company's two factories was, in 1901, 200,000 barrels. This year, the output will amount to 260,000 barrels, and in 1903 to about 375,000 barrels.

#### MINING IN EASTERN ONTARIO.

Since my last reports on this subject<sup>a</sup> a distinct advance has been made both in the methods and the results of mining in this district, partly due, no doubt, to the establishment of the school of mines at Kingston, Ontario, supported by the provincial government, and partly to the facilities for observation offered by the companies which have been successfully operating here. The old short-sighted policy of putting up surface plants before the mining properties are sufficiently exploited is still in evidence, but much less than formerly.

#### GOLD-ARSENIC.

The Cordova Mining and Exploration Company, Limited, has been steadily continuing its operations. It has recently increased the capacity of its stamp mill from 10 to 30 stamps and added a cyanide plant for the treatment of the concentrates. Two shafts on the main lode, 1,000 feet from each other, are now down about 600 feet in an ore deposit varying from 20 to 40 feet in width. Besides these, there are five or six other shafts on different veins, on which development work is being actively prosecuted. The ore is an altered quartz diorite, impregnated with iron pyrites which hold all the gold content. The

<sup>a</sup>See Commercial Relations 1898, vol. 1, pp. 327-334, and Commercial Relations 1899, vol. 1, pp. 381-383.



ore is brought from the mine to the head of the shaft by a skip which dumps automatically over a grizzly. All the rock not impregnated with iron pyrites is thrown upon the waste dump, the remainder being taken to the mill, where it is amalgamated and concentrated by means of Wilfley tables. The concentrates are cyanided in the usual way. During the past summer, a water-power plant was constructed at the foot of Deer Lake, about two miles and a half from the mine. A cement dam was thrown across the river and a flume pipe constructed to the power house, 1,550 feet downstream. An 800-horsepower air compressor from Walker Brothers, Wigan, Cornwall, is driven by a Lafelle bronze water wheel manufactured by the Wm. Hamilton Manufacturing Company, of Peterboro, Ontario. From this compressor, the air is driven to the mine through a 12-inch diameter steel pipe. This plant has been in successful operation for three months, and supplies all the power and light to the mine, mill, and buildings.

During the past two months, the Cordova Mining and Exploration Company has been floated as a mining company, with a capital of £120,000 (\$584,000). The stock was all held in Great Britain, but, upon request, the company allowed £15,000 (\$73,000) to be subscribed by private persons in this vicinity. It is the intention of the company to increase its mill capacity to keep pace with the advance of the underground work.

The Canadian Gold Fields Company, Limited, with head office at 31 Lombard street, London, E. C., has been steadily continuing its operations at Deloro. The main shaft is now down to a depth of about 600 feet in a first-class vein. The milling capacity has also been increased from 10 to 20 stamps, and the output of the arsenic plant doubled. The ore is mispickel (arsenical pyrites) in a gangue of quartz. The ore is culled out at the head of the shaft, and any rock not impregnated with mispickel is thrown on the waste dump. The remainder is taken to the mill, where the coarse gold is amalgamated in the usual way and the mispickel concentrated by means of Frue vanners and Wilfley tables. These concentrates are cyanided by the Tweed-Sulman bromo-cyanide process, by which the remaining gold is extracted. At the arsenic plant the concentrates go through a tubular drying process, whence they are carried automatically into a tubular roasting furnace, a modification of the Oxland type, designed by the late R. P. Rothwell. The crude arsenic is then reroasted in a reverberatory furnace, using coke as fuel, and condensed in a series of flues and chambers. It is then removed to the grinding room and, after treatment by buhr stones, is put up in kegs of 450 pounds each, ready for shipment. This arsenic analyzes from 99.6 to 100 per cent arsenic trioxide, and on account of its extreme purity commands the highest price on the market. Last year, the production was 1,389,056 pounds, valued at the works at \$41,677. A market for most of it was found in the United States.

The Atlas Arsenic Company, of Cleveland, Ohio, has a 10-stamp mill at work on its holding just north of the Deloro mine. This company has lately amalgamated with the Ohio Gold-Arsenic Company, also of Cleveland, which has been operating upon the Pearce property, which adjoins Deloro on the south. The Pearce shaft is down about 200 feet in excellent ore. This company should have a decidedly bright future.

Several of the most promising prospects in this district are now under option, mostly to American capitalists, and arrangements are being made in order that investigation work may be carried forward actively during next spring and summer.

#### IRON MINING.

The Coe Mine, at Eldorado, a mixture of magnetite and hematite, has been in continuous operation, shipping from 2 to 4 carloads per day. Smelter returns from this ore show it to be of Bessemer grade, and it is sought for on that account.

The Mineral Range Iron Mining Company, capitalized at \$500,000—the shareholders being mostly Detroit and Cleveland men—owns considerable iron lands from 6 to 8 miles east of L'Amable Station. It has been actively prosecuting the development of its properties and making some desultory shipments for the past three years. The chief difficulty has been the distance from the railroad; and during the past summer, grading has been carried on between the mine and station, and the company hopes to ship direct from its property by the end of next season. Some of the ore bodies consist of a very high grade of Bessemer magnetite, and others of a very low-grade ore, from which it has lately been proven that a 67 to 69 per cent Bessemer ore can be obtained by magnetic concentration. These properties will be able to ship continuously over 1,000 tons of ore per day, when the present arrangements of the company are completed.

During the past four months, continuous shipments of high-grade hematite have been made from the Brennan Mine by Mr. D. E. K. Stewart, of Madoc.

The Canada Iron Furnace Company, Montreal, has been actively mining and shipping a very fine-grade magnetite from its property in Renfrew County.

Some work has also been done on the Wilbur Mine, on the Kingston and Pembroke Railway. It is reported that this property has lately been sold to an American syndicate.

#### PYRITES.

The Jarman Pyrites mine is located 1 mile southeast of Bannockburn Station on the Central Ontario Railway; the owners are the Madoc Mining Company, of 25 Broad street, New York, locally known as the Rio Myra Company of Madoc, in which the General Chemical Company of Buffalo and the Nicholls Chemical Company of New York are interested. Development has been carried on for about two years (the shaft being 136 feet deep, with 525 feet of drifts), and monthly shipments averaging 600 tons are being made to chemical works in Buffalo and Cleveland for the manufacture of sulphuric acid. The ore is very clean and of high grade, yielding from 46 to 48 per cent sulphur. During the past summer, a steam-driven air-compressing plant, with hoists, etc., has been installed and a shaft house fitted with grizzlies and ore bins, has been erected. It is estimated that \$17,500 worth of ore was shipped last year. Various other pyrite prospects have been opened up recently, some of which are now under option to American capitalists. They bid fair to become an important feature in this mining district.

## GRAPHITE.

The Ontario Graphite Company, with offices at Ottawa, has for the past two years been developing the Black Donald mine in Brougham Township, Renfrew County. The method of mining is by sinking shafts and running levels in the usual way. The country rock of the deposit is a crystalline limestone, and the ore bed varies in width from 7 to 22 feet and averages about 14 feet of clean ore, i. e., graphite with 15 to 20 per cent invisible rock matter. Lately, an electric plant has been installed and a mill erected, consisting of Blake crushers, 2 batteries of 10 stamps each, buddles, driers, and trommels. This plant has been in operation during the past summer, and it turns out about 15 tons of refined material per ten hours. Last year, this property produced 1,000 tons of graphite, valued at the mine at \$20,000.

## MICA.

This industry has fully recovered from the depression of a year ago, and the demand is well maintained. The large mines are in the hands of some of the most important consumers, and in periods of depression the small properties have to close down. During the past summer, however, mining has been exceedingly brisk. The General Electric Company of Schenectady, N. Y., has been continuously operating the old Lacey mine, north of Kingston, since the beginning of 1901. The mine has a daily output of from 3½ to 5 tons of untrimmed mica. This company has also been acquiring and developing other mica properties in the same district. The Pike Lake, McLaren, McClathey, Bear Lake, Stoness, Martha, and many other mines have been continuously operated during the past year.

## CORUNDUM.

The Canada Corundum Company has been steadily developing its mine in Raglan Township, Renfrew County, and during the past three years its mill has been turning out two and a half tons of corundum a day. Three immense open benches have been cut in a hillside and extensive workings carried on, more for the sake of locating the corundum-bearing zones than for supplying the mill, as any one of the openings would do this for a long time to come. The product is practically clean and is used instead of emery wheels in every up-to-date machine shop in this country. As the corundum belt is about 80 miles long and 30 miles broad, the supply of this material is practically unlimited. Many properties possessing corundum in so concentrated a form as to admit of profitable working could be obtained adjacent to water power. One difficulty in the exploitation of these deposits is the desire of the Canada company to control the field. The imperfect condition of many of the titles to these lands has resulted in throwing many promising properties into litigation.

Work has also been conducted, during the past summer, on the Armstrong property, which has passed into the hands of American capitalists. In many places, a variety of corundum approaching sapphire has been found, and the possibility of these deposits becoming a factor in the aluminum industry is worthy of investigation.

## TALC.

A fine quality of pure white talc has, during the past three years, been shipped from the vicinity of Madoc to a mineral dealer in New York City. The deposit is of large size and there is little waste, but it is unfortunately at the present time tied up by litigation, though there are good prospects that shipments will be resumed during the coming summer.

## ACTINOLITE.

This is one of the oldest mining industries in this district. A small plant at the village of Actinolite, in this county, has for twenty years been shipping to the United States a composition for use as roofing material. The past summer has been one of the best seasons for this industry.

## OTHER MINERALS.

Probably, no other part of the world of equal area can afford a more varied assortment of successfully worked mineral deposits. In addition to the above, provincial and Dominion geologists have reported the occurrence in this district of galena, zinc, blende, bismuthinite, manganese, molybdenite, ores of copper, oxide of tin, sodalite, zircon, beryl, marble, slate, and lithograph stone, and although some of these have received attention, none of them have as yet been placed upon a commercial basis.

The assay office established in this city by the provincial government has had its quarters enlarged and additions are constantly being made to the apparatus. Last summer, an 8-horsepower gasoline engine was installed, which runs the rock breakers and pulverizers, and a small 10-volt dynamo which supplies the current for electrolytic copper, nickels, etc. This office, on account of its confidential nature and its absolute reliability, is a great convenience to the mining public; its services are employed not only by a great many firms and prospectors in this country, but also by a large number of the same class of people in the United States. A scale of charges will be found in a former report.<sup>a</sup> The office is under the efficient management of Mr. A. G. Burrows, a graduate of Queen's University and the Kingston School of Mines.

MICHAEL J. HENDRICK, *Consul*.

BELLEVILLE, *December 20, 1902.*

## CORNWALL.

Cornwall is the principal town in this consular district, having a population of about 12,000, including adjoining townships. Other towns are Morrisburg, population 1,800; Iroquois, 1,200; Winchester, 1,400, and Chesterville, 1,300.

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<sup>a</sup>See Consular Reports, No. 220, January, 1899, p. 131.

## IMPROVEMENTS.

There have been many substantial improvements at Cornwall this year—a new furniture factory, the Carnegie library, and a number of residences and business houses. The other towns also are keeping pace with the times.

## INDUSTRIES AND TRADES.

The Stormont Cotton Mills have the most extensive plant here, with over 1,000 hands, and an output in cottonades, tickings, gingham, flannelettes, etc., of over 10,000,000 yards per annum.

The Toronto Paper Company's output from April 15, 1901, to April 15, 1902, was 5,969,772 pounds of paper and 3,317,000 pounds of pulp; there are 125 male and 20 female operatives.

The flour mill's output is 130 barrels per diem and 15 boxes of wheat marrow (a breakfast food); it employs 15 hands.

The lumber mills of L. A. Ross & Co. and the Atchison Company sell annually \$200,000 worth of lumber, doors, sashes, blinds, shingles, etc.; they employ 120 operatives.

The new furniture factory will commence work in the near future. The main building is 160 by 40, and over 100 hands will be employed. The machinery floor is the largest in Canada. Next year a suitable number of warehouses will be erected. The business is expected to be \$175,000 per annum.

The pottery output is about \$40,000 per annum, working 10 hands. During the past summer the company erected a new and large kiln.

The bottle works, woolen mills (which are large and extensive), and foundries are all doing a lucrative business.

Donihue & Co. are large exporters of meats. They have an extensive establishment and ship to all parts of Europe. There is also a broom and brush factory, working about 10 hands.

Cornwall has one of the largest and best-equipped brick yards in the Dominion of Canada; the plant covers  $9\frac{1}{4}$  acres and turns out thousands of red and white brick.

The city has two hospitals, telegraphs and telephones, electric street cars, electric light, a 10,000-horsepower water supply, and schools.

The McCormacks, of Chicago, have a branch of their agricultural works here, and their agents seem to be very active.

Bailey & Co., jewelers, deal largely in silver-plated ware; they purchase from the American-Britannic Company, of Hamilton, Ontario, a branch of the company at Meriden, Conn. Another large dealer here, William Clayton, gets his stock from the Standard Silver Plate Company of Toronto.

## EXPORTS.

The exports from the consular district through the ports of Cornwall and Morrisburg for the year ended June 30, 1902, were:

Cornwall .....	\$105,496
Morrisburg .....	6,630
Total .....	112,126

This does not include Iroquois, the business of which amounts to about \$2,500.

Hides, skins, curios, horses, cattle, lambs, and lumber are the chief exports.

The exports for the three quarters ended September 30, 1902, were:

Hides .....	\$46,029.89
Calfskins .....	15,813.90
Horses .....	10,028.00
Lumber .....	8,349.15
Household effects under \$100 in value .....	2,457.00
Hay .....	2,420.51
Barkwood .....	1,383.04
Machinery .....	847.00
Railroad ties .....	783.00
Shingles .....	686.53
Lambs .....	660.00
Coils .....	437.60
Electric goods .....	428.00
Indian curios .....	320.50
Tea .....	248.00
Furs .....	236.40
Pulp wood .....	165.00
Tie poles .....	141.05
Miscellaneous .....	117.00
	<hr/>
	91,740.25

#### COMMERCIAL TRAVELERS.

No license is required for commercial travelers and there is no duty on samples. No special marks are required on shipments.

#### DAIRY INTERESTS.

There are at least 250 butter and cheese factories in the district. The output is very large and is exported to England. A number of apples are also exported to England.

#### UNITED STATES GOODS.

Our machinery, boots and shoes, hardware, paper (wall), prints, agricultural implements, and ladies' novelties are in great demand here.

#### NOTES.

Exchange is 1s. 8d. to 1s. 10d. The rate of interest is 7 per cent and sometimes goes to 8 per cent.

The Grand Trunk and the New York and Ottawa railroads are doing an immense trade, as well as the Dominion and Richelieu and Ontario lines of steamers.

JOHN E. HAMILTON,  
*Commercial Agent.*

CORNWALL, *November 1, 1902.*

#### GODERICH.

Goderich is situated in Huron County, Ontario, on the east shore of Lake Huron, 145 miles west of Toronto and 156 miles by water from Detroit, Mich. Transportation facilities are provided by the Great Lake route. When the improvement of this route in the St. Lawrence River is finished—which will be consummated in the near future—Goderich will have remarkably cheap transportation to Europe; also

cheap transportation via Chicago, the canal, and the Mississippi to the South American Republics, and by the Panama Canal to the Pacific slope and to China.

#### LOCAL TRADE.

The freight carried out of Goderich by Grand Trunk Railroad last year was 32,195 tons; the freight received by railway from January 1 to June 30, 1902, was 7,928 tons. The freight through the Goderich Elevator and Transportation Company was 633,510 bushels of grain, and the number of bushels shipped from January 1 to June 30, 1902, was 695,510. This grain was all exported by Montreal and Portland, Me., to the European markets.

The Lake Huron and Manitoba Milling Company ground 250,000 bushels of wheat from January 1 to June 30, all of which was consumed in Canada. The capacity of this company is 1,200 barrels per day.

The Kensington Furniture Company in the same period transacted business to the value of \$25,000, with a net earning of 8 per cent in profits. All of this furniture was sold in Canada. The number of hands employed was 70.

The business of the Goderich Knitting Company from January 1 to June 30, 1902, amounted to \$10,000. Fifty girls are employed in knitting ladies', men's, and children's hose. All of these goods are sold in Canada.

The Goderich Bicycle and (Marine) Engine Company, Limited, has built 7 fish boats and equipped them with machinery; value \$60,000, a net profit of 10 per cent. The bicycle business is nil. All these boats were sold in Canada. The number of hands employed is 70.

The Goderich Lumber Company cuts 1,500,000 feet of lumber, makes 75,000 shingles, and employs 60 hands during the lumber season.

The business of the Goderich Planing Mill Company from the 1st of January to the 30th of June amounted to \$60,000. It gives employment to 30 men. The managers are contractors and builders of houses.

The Doherty Organ Company, in the same period, transacted \$65,000 worth of business. It employs 140 men. Its organs are shipped to Great Britain and British colonies.

#### TARIFF.

American corn for consumption by the farmer is admitted free. Corn for distilling purposes is charged  $7\frac{1}{2}$  cents per bushel, wheat 12 cents per bushel. Anthracite coal enters free. Soft coal is charged 53 cents per ton, slack coal 13 cents per ton.

#### LIGHT-HOUSES.

There are three good light-houses; one upon the outer pier at the entrance of Goderich Harbor, one on the pier at the entrance to the inner harbor, and one on the lake bank 160 feet above water level.

GODERICH, *October 16, 1902.*

JOHN H. SHIRLEY,  
*Commercial Agent.*

## GUELPH.

Wellington is the site of the provincial model farm, but locally the claim is made that the county as a whole might be taken as a model. Ever since, in 1833, Roland Wingfield brought to Wellington County, under great transportation difficulties, the first consignment of Short-horn cattle seen in Canada, there has been a thriving business in the breeding of stock, and Guelph has approximated for itself the title of "the Smithfield of Canada." Settlers began to arrive in 1820, but it was 1853 before the townships of Luther and Minto were entered, and long after that before the whole was settled. Many of the newcomers were thrifty Scotchmen, whose contact with the rich rolling lands of clay and sandy loam was an assurance of success. There is found here the greatest production of oats on the one hand and of turnips on the other of any county in Ontario, there having been grown, in 1900, 5,000,000 bushels of the former and 6,700,000 bushels of the latter. In the case of turnips, Wellington is so far ahead that the next nearest, the county of Grey, is 2,000,000 bushels behind. Large quantities of turnips are sent to the United States, but as a box car contains about \$90 worth, and shippers are not required to take out an invoice where the value does not exceed \$100, I have no means of stating the quantity annually exported. There is a large local consumption of oats, but a considerable percentage is shipped, some to the English market.

## CATTLE.

Most of the turnips are used for the 85,000 cattle kept in the county. Many of these are thoroughbreds, there being several breeders who have a national reputation. Although no definite statistics are available, the figures for 1900 show that the cattle "sold or slaughtered" in Wellington exceeded in value per head by 13 per cent those of any other county in the Province. The presence of so many importers has extended the desire for better stock, and thoroughbreds are now kept by many ordinary farmers. Of the total assessed area, 475,000 acres are cleared, while 25 per cent is entered as not cleared, divided between 62,000 acres of woodland and 90,000 acres of swamp or waste land.

Beef cattle and hog raising are the leading stock industries, and these have brought a large revenue during the last year. It is quite an ordinary thing for a farmer to fatten and sell 20 beef cattle a year, which at present prices would bring \$1,500. The value of having thoroughbreds is shown by the frequent sale of a calf for \$100. The statement is made that cattle and hogs are now scarce in the county, the high prices having tempted farmers to sell every animal that was at all fit. For cattle breeding, many stockers are brought in from Grey, the champion calf-raising county of Ontario.

## CROPS.

The prospects for heavy yields are excellent. Two decades ago fall wheat began to fail as a crop, and spring wheat was substituted. That condition is now reversed. Spring wheat not being a success, and



fall wheat doing well, the acreage has been increased. There is an exceptionally large acreage of oats. One often sees five or six large fields in succession along a country road. Of barley there is also a considerable acreage, though not nearly so large as years ago, when the United States market was open. There is a fair acreage of peas, and they are looking well on the highlands. Rye is almost unknown. Corn, of which only the ensilage variety is grown, has been held back by the wet weather, and will be almost a failure. Hay is a heavy crop, though a small percentage has been spoiled by showers, and the cutting of it has been postponed far beyond the usual time.

All the roots, particularly the turnips, are looking very well. Erin Township, which contains considerable sandy soil, as well as a good many Irishmen, is famous for its potatoes. A field of from ten to twenty acres is a common thing. Indications point to a heavy yield, though no one hopes for last year's experience, when the abundance pressed prices far below the point of profit.

#### FARMING BY MODEL FARMERS.

A visit to the agricultural college and model farm at this season is interesting. Haying has been much delayed, and a large staff of men is at work bringing in the product of the 90 acres, which average 2 tons to the acre. There are 22 acres of wheat, 50 acres of oats, 10 acres of barley, and 12 acres of pease, and all are heavy. There is also a field of 12 acres of a mixture of goose wheat, oats, and barley, an experiment for feeding purposes, it being thought that a larger return can be got per acre by such a combination.

The work on the new library and laboratory is nearly completed.

There are 100 varieties of strawberries, 60 varieties of currants, 30 varieties of blackcaps, and 35 varieties of red raspberries, as well as gooseberries and other fruits.

One source of admiration to all visitors to the farm is a lane bordered with flowering plants, perennials on the one side—roses, columbines, foxgloves, larkspurs, candytuft, poppies, golden glow, and others; and, on the other side, a collection of annuals of equally alluring appearance. The idea is not a new one, but the success of its execution is a lesson in simple lawn decoration.

CHARLES N. DALY, *Consul*.

GUELPH, *July 21, 1902.*

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#### HAMILTON.

The only official statement which can be obtained from the collector of this port for the year ended June 30, 1902, is that of the total receipts for customs duties, which are given at \$839,877.56, showing an increase of \$68,771.45 over the preceding year. The declared exports to the United States from this district (in shipments exceeding \$100 each in value) amounted so \$627,354.42, the leading articles being:

*Leading exports from Hamilton to the United States during the year ended June 30, 1902.*

Articles.	Value.	Articles.	Value.
Aniline dye .....	\$915.88	Lemons .....	\$1,470.00
Brass scrap .....	8,132.58	Machinery .....	5,308.57
Blue-grass seed .....	35,508.37	Oat hulls .....	1,154.00
Bran .....	11,086.07	Pease .....	6,973.00
Bones .....	2,592.42	Potatoes .....	15,615.89
Broken bells .....	1,198.89	Pickles in brine .....	11,026.11
Caliskins .....	9,145.26	Pickled sheepskins .....	2,921.85
Cotton rags .....	7,584.52	Rubber scrap .....	23,712.47
Cattle tails .....	386.35	Returned American goods .....	42,347.89
Cattle .....	2,287.00	Rattan reeds .....	4,211.00
Canned tomatoes .....	7,164.00	Raw furskins .....	182.80
Coffee .....	12,110.93	Shorthorn cattle .....	48,225.00
Clover seed .....	9,110.81	Sterling silver scrap .....	20,954.63
Cotton waste .....	418.18	Saws .....	2,912.71
Cotton duck .....	532.80	Steel scrap .....	2,507.60
Emigrants' effects .....	72,842.00	Steel rails .....	147.85
Figs .....	1,507.45	Sheep and lambs .....	22,935.00
Fruit trees .....	1,290.82	Shingles .....	746.00
Fertilizer, tankage .....	5,496.65	Sausage casings .....	2,257.20
Gas liquor .....	1,782.86	Timothy seed .....	654.96
Glue, stock .....	438.45	Turnips .....	282.40
Hogs' hair .....	1,213.51	Tomato pulp .....	536.70
Horses .....	4,255.00	Tin plate .....	15,088.90
Hides:		Tea .....	12,338.08
Cattle .....	69,197.70	Tobacco .....	1,064.95
Horses .....	1,876.25	Wheat .....	4,866.88
Hogs .....	10,795.60	Whisky .....	31,657.00
Hockey sticks .....	128.00	Willows .....	1,562.08
Ivory nuts .....	187.00	Wool .....	52,856.70
Lumber .....	1,349.93	Wood patterns .....	250.00
Leather scrap .....	3,968.43		

#### UNITED STATES ENTERPRISES.

The city of Hamilton depends almost entirely on its manufacturing industries to give employment to its population. Its cheap electric power and its facilities for shipping by rail and water to any part of the Dominion make it a desirable location for manufacturers. Many of the large industries are controlled and operated by American capital; they are heavy consumers of raw material purchased in the United States. An American company is now considering the question of a new factory in this city for making electric machinery, appliances, and supplies. As electric power is used in nearly all of the factories, the enterprise can but be successful. The Otis Elevator Company, an American corporation, recently bought the plant of one of the principal factories in this line in Canada. The Otis Company has erected in this city new and substantial buildings and fitted them with the best machinery.

The International Harvester Company—a combination of five leading manufacturers of farming implements and machinery in the United States—has selected Hamilton as its manufacturing point for the Dominion of Canada. The corporation has purchased 35 acres just within the city limits, and has already contracted for buildings and workshops to the value of \$200,000. This project was originally started by the Deering Company, but since the consolidation, the plans contemplate greater facilities, to accommodate the different classes of implements and machinery that will be manufactured.

The Norton Manufacturing Company, the capital of which is owned exclusively by Americans, has been occupying a rented building for

its factory. The demand upon the company for fruit and vegetable cans and also for other lines of tin goods has compelled it to enlarge its quarters and purchase a building for its own use. The manager and the experts in the manufacturing departments are all Americans.

Chicago capitalists expect in the near future to start a tin-plate factory in this city, provided that satisfactory arrangements can be made with the Dominion government.

#### MANUFACTURE OF COTTON GOODS.

In the city of Hamilton there are three large cotton mills, giving constant employment to more than 1,200 operatives, besides the large force required in the business offices. The mill last built has been in operation but little more than a year. It is capitalized at \$750,000, the stock being largely controlled by Americans. The main part of the machinery is of American manufacture, and is of the most approved design. The product is marketed in all countries except the United States, and the demand has been equal to the supply. One of the mills is owned by the Canadian Cotton Mills Company, which corporation controls a number of the cotton mills in the Dominion of Canada. Another is an independent company. The three mills in Hamilton run to their full capacity at all times during the year, often having to work overtime to fill orders. The class of goods made is ticking, shirtings, denims, cottonades, yarns, webbing, duck, and twines. The mills contain 83 carding machines, 696 looms, and 27,748 spindles. During the past year 12,563 bales of cotton were worked up, creating an output of goods to the value of \$1,285,300. The raw cotton comes from the Southern States, and is admitted free of duty. The mills have cheap rates for the transportation of the raw cotton, so that in that respect they stand on about the same footing as the cotton mills in the New England States. The wages paid compare fairly with those in the cotton mills in the United States, experts receiving as high as \$20 or \$25 a week, and boys—the least—\$2.50 a week. Taking the average, from the highest to the lowest, men operatives receive about \$8 and women \$5.50.

In the Dominion of Canada, there are thirty mills manufacturing nearly all kinds of cotton goods. Fifteen of these mills are in Ontario and give employment to some 2,500 operatives. The largest mills are under the control of Montreal corporations and employ about 10,000 operatives. A number of the mills are purchasers of yarns, the best qualities coming from English manufactories, the preferential tariff giving Great Britain the advantage in this class.

Last May, an American company, engaged in the knit-goods business in Pennsylvania, opened a factory in this city for the manufacture of cotton, lisle, and worsted hosiery. It now gives employment to 50 operatives at wages ranging from \$10 to \$2 per week. At the beginning, the mill had to educate its operatives, which will account for the lower scale of wages. When the women become expert they will earn from \$5 to \$6 a week. Fifty knitting and 20 ribbing machines are now operated, and as the trade increases the capacity will be enlarged. The factory turns out 250 dozens of hosiery daily, using from 350 to 400 pounds of yarn. German hosiery is largely sold in this market, and this new factory is competing for a part of the trade and is succeeding beyond the expectation of the managers.

The Eagle Knitting Company in this city gives employment to 300 operatives, is run by electric power, and has in service 150 knitting and 125 sewing machines. It manufactures flat, fleeced, and ribbed underwear, and the demand for its product requires much overtime work during the busy seasons.

There are six other knitting factories in this consular district, giving employment to 1,735 operatives. All of the factories in the district are in the market for yarns, and this trade might be worth the attention of American manufacturers. There is a duty of 25 per cent on cotton yarns and cotton warps. What is designated as Botany yarn, single, in numbers 30 and finer, in white only, is admitted free of duty when imported by manufacturers to be used exclusively in cashmere socks and stockings. There are 79 woolen and cotton knitting factories in the Dominion of Canada.

For the ten months ended April, 1902, there was imported from the United States 55,468,238 pounds of raw cotton and from Great Britain 219,233 pounds. Of knitting, hosiery, or other cotton yarn, plain or dyed, the United States furnished 83,554 pounds, while Great Britain, with the preferential tariff in its favor, furnished 91,710 pounds. The United States is Canada's great market for the sale of its surplus wool, the exports for 10 months being 1,531,365 pounds, while Great Britain bought only 81,963 pounds.

#### PICKLES, SAUCES, AND CATSUPS.

The market in this part of the Dominion of Canada is mainly supplied with sweet and sour pickles and catsups by two of the leading manufacturers of that class of goods in the United States. It is only within the past few years that American pickles and catsups have been on sale in this city by the wholesale and retail dealers. Prior to that time, the English pickle makers had the entire trade. Until recently, the duty on such goods was the same on United States as on English imports, therefore our manufacturers stood on equal footing. The United States manufacturers put up their pickles and catsups in attractive packages and keep the quality up to the highest standard. Having the advantage of nearness to this market and bright traveling men to keep in touch with the wholesale dealers, the goods from the United States now have the prominent place on the shelves and counters of the retail dealers, and a large trade is being built up. As there is a tendency, however, toward closer trade union between Great Britain and its colonies, our manufacturers generally will have to revise their price lists to hold the trade. For the ten months ended April, 1902, there was imported into Canada, under the general tariff, 36,720 gallons of pickles in bottles, jars, or similar vessels, of which 33,427 gallons came from the United States. Under the preferential tariff, Great Britain sent into Canada 67,243 gallons of the same class of goods. As to pickles in bulk, of 34,168 gallons imported, 31,727 came from the United States, while Great Britain, under its preferential tariff, found a market for only 951 gallons.

Of sauces and catsups in bottles, notwithstanding the preferential tariff, the United States exported to Canada for the ten months ended April, 1902, 18,847 gallons, against 18,939 gallons imported from Great Britain, while the United States shipped in bulk of the same class of goods 7,673 gallons, against only 449 gallons from Great

Britain. The entire imports of sauces and catsups from all countries were 48,806 gallons, of which the United States sent 16,520 gallons.

Canada is noted for the fine quality of its cheese, yet during the ten months ended April, 1902, there was imported into this country from the United States 140,729 pounds, while Great Britain, with its advantages of a preferential tariff, had a market for only 10,984 pounds. The same ratio holds good throughout the entire schedule of provisions, the United States furnishing the larger part of importations.

#### THE BICYCLE TRADE.

The sale of American bicycles in the Canadian market is one of the lost arts. During the year 1898, the estimated sale of bicycles in the Dominion was 50,000, of which number 27,262 were imported from the United States, as shown by the official reports. In that year, Great Britain sent into Canada only 46 wheels. There were also imported from the United States in the same year parts of bicycles amounting to \$271,175, which were made up into 12,000 complete bicycles, making in all 39,262 that were imported into Canada from the United States. The average cost of bicycles in 1898 was \$27, being \$5.40 less than in 1897. For the ten months ended April, 1902, the whole number of bicycles imported into Canada was only 4,355, of which 4,351 came from the United States; and the value of bicycle parts was only \$80,265. A comparison of the imports from the United States for the year 1898 with those of 1901-2 shows a falling off of 22,911 in number. Also in the matter of bicycle parts, there was a decline of \$190,910 in value. No figures can be obtained of the number of bicycles manufactured in Canada during the ten months ended April, 1902. In the fiscal year ended June 30, 1898, the reports show that 18,617 bicycles were manufactured, of which about 10,000 were sold in the Canadian market, the remainder being shipped principally to Australia.

The estimated sale of bicycles in Hamilton in 1898-99 was 1,400. This year, the principal dealer says the sales will not exceed 400. Two years ago, a large factory was built in this city and equipped with American machinery for the manufacture of bicycles and automobiles. It was a failure from the start, and a combination of Canadian manufacturers was formed and Toronto made the manufacturing point. The sale of American bicycles is handicapped because of the difficulty of getting repairs. The price of bicycles has been much reduced in the past four years. People buy them now only for practical use in riding to and from work, not one in ten being bought for pleasure riding. The price of new bicycles in this city ranges from \$25 to \$50, the principal sales being made at the lower figures.

#### WHIPS.

The Dominion government gives the whip-making industry a protective duty of 35 per cent, and as a result the five factories in the Dominion have the market to themselves. And yet there is great competition among the companies and whips are sold as low as 25 cents a dozen, retailing at from 60 cents to \$1.00 a dozen, giving the retail dealer a liberal margin. There is one factory in Hamilton which gives

constant employment to 45 hands. All of the material used is bought in the United States. There is also a factory for making leather whiplashes, which employs 10 hands. There are two other whiplash factories in Canada.

JAS. M. SHEPARD, *Consul*.

HAMILTON, *October 27, 1902.*

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#### KINGSTON.

##### TRADE.

Exports for the year ended June 30, 1902, have increased nearly 100 per cent over the one preceding. The increase is largely made up of mica, feldspar, lumber, and hides, and in the first two items is due to the superior quality and quantity recently uncovered. Among new articles of export are actinolite rock and molybdenite. Lumber has been in great demand by builders among the Thousand Islands.

I find no change in the origin of imports, except that the Germans have been taking advantage of the British trouble in South Africa and the strikes in the United States to place upon the market here, in addition to small hardware, large quantities of barbed wire, iron tubing, and clothing.

##### INDUSTRIES.

No new manufactories have been established. Those which have been started are fairly prosperous.

The locomotive works of Kingston have been active during the entire year. There has been some embarrassment, due to a strike among the machinists, but the vacancies were filled by men imported from Scotland, and very little disturbance of the peace resulted from the strike. Three strikers were brought before the police magistrate charged with picketing the works and intimidating employees of the company. They were fined \$50 each.

##### MINING.

The mining of feldspar and mica is increasing rapidly. Gold mining in this district is almost a thing of the past. Iron mining has also decreased. There is good reason to believe that there are some very rich corundum mines in this locality. The mining of corundum has just been commenced.

##### AGRICULTURE.

The agricultural outlook has never been so bright. Every crop native to the district is much above the average.

The market value of hay has somewhat decreased, as it was colored by the rain during the haying season. Every farm product is bringing a price above the average.

M. H. TWITCHELL, *Consul*.

KINGSTON, *October 1, 1902.*

## LONDON.

I regret exceedingly my inability to furnish any late statistics as to the imports from the United States into this consular district; but owing to a rule lately established by the customs department, all returns are tabulated at Ottawa, and the local customs officer states that he is unable to furnish me with the oft-requested information.

But, without the figures, I am able to state from observation and inquiry that our trade has not diminished, but, rather, has steadily increased during the past year.

The continued prosperity in the Dominion induces the people to buy freely, and notwithstanding the effort of the authorities to encourage reciprocal trade relations with the old country, the people naturally turn to the United States, especially for urgent orders and for the latest in designs and styles; therefore, the old lines of imports are more than holding their own, while many new lines are appearing on the market, thus augmenting the shipments to this port.

## UNITED STATES ENTERPRISES.

Branches of American manufacturing concerns, recently established in the Dominion, will no doubt tend to lessen our imports in certain lines. For instance, the Canadian branch of the Meriden Britannia Company will perhaps furnish the great bulk of the silver and plated ware used in this part of the country. Then there are several steel and iron companies lately established by American capital, as well as the Volta Electric Storage Company, the Westinghouse Manufacturing Company, and the Deering Harvester Company. Yet, by steady and earnest effort on the part of American manufacturers, and a continuation of the policy of sending only the best quality of goods, our imports into the Dominion can not decrease.

## THE CENSUS.

That a more accurate knowledge may be had of the character and distribution of the population of Canada, I give from the census report of 1901 the rural and urban elements by Provinces:

Province.	Urban.	Rural.	Province.	Urban.	Rural.
Ontario .....	635, 180	1, 547, 767	Prince Edward Island.....	12, 080	91, 179
Quebec .....	477, 687	1, 171, 211	British Columbia.....	71, 010	107, 647
Nova Scotia.....	84, 540	375, 084	Manitoba.....	47, 730	207, 227
New Brunswick .....	61, 722	269, 398	Northwest Territory.....	13, 294	172, 866

It will be noticed that Ontario has by far the greatest population of any of the Provinces, or more than one-third of the entire population of the Dominion, 95 per cent of which is domiciled in Old Ontario—that portion of the Province lying south of Georgian Bay and the Ottawa River. This is a rich, highly cultivated, and thriving country. It contains 21 cities of over 5,000 population, 4 cities (Toronto, Hamilton, Ottawa, and London) of over 35,000 population, and one city (Toronto) of over 200,000.

## TRANSPORTATION FACILITIES.

This portion of the Province is traversed from east to west by the Grand Trunk, Canadian Pacific, Michigan Central, and Lake Erie and Detroit River railroads, each having convenient branch lines to every important place, and having direct connection either with their own or lines in the United States at the different ports of entry. Besides, it has the water transportation furnished by Lakes Huron, Erie, and Ontario, and the St. Lawrence River.

## INDUSTRIES.

Strictly speaking, it is an agricultural country, devoted especially to the raising of fine stock, where cheese and butter making thrive to perfection. But it is more than an agricultural country; it is also a great manufacturing district. Canada aspires to commercial and industrial independence. She can only realize her aspirations through diversity of industries and employment, and is therefore strenuously endeavoring to interest capital, not only in her western grain district, but in her mines and forests, and in manufacturing. Every town and city is competing for desirable plants, and in many places they are offering splendid inducements for the establishment of manufacturing industries, such as cash bonuses, free sites, or immunity from taxation for a long term of years, and they have succeeded in securing some very valuable enterprises in the last few years. In spite of her slow growth in population in the past, her people are hopeful of the future, and with the rapid development of mineral resources, the opening up of New Ontario, the operation of great industries at Sault Sainte Marie, and the rich harvests in the Northwest, it must be admitted that they are justified in anticipating continued prosperity.

## THE CITY OF LONDON.

The location of this city—almost in the center of the western peninsula—makes it of great importance to shippers, since from here they can easily distribute their goods to all parts of the Province. There are eight distinct lines of railroad diverging from London, reaching every part of the country, while it is also the center for a large wholesale trade in almost all lines of goods. Its population is about 40,000. The city maintains some 137 factories, the largest of which, the McClary Stove Works, employs 650 hands. The following is a list of the establishments, showing the number of hands employed and the weekly pay sheet of each factory, as furnished by the assessment commissioner of the city in his report to the board of works in February, 1902:

Factory.	Hands.	Compensation.	Factory.	Hands.	Compensation.
American Fluff Rug Co.....	8	\$40	Beck, Adam, boxes.....	67	\$450
Andrews, Dav., brushes.....	4	24	Battle Creek Food Co.....	6	48
Acetylene Manufacturing Co..	12	126	Boyd, H. J., metal workers...	5	50
Anthistle, W., concrete pipe...	3	20	Brener Bros., cigars.....	80	.....
Atkins, W., cigars.....	15	126	Bilton, Joseph, pop.....	3	30
Bennett Furnishing Co.....	86	583	Campbell, John, & Son, carriages.....	60	350
Barkwell & Co., pharmaceuticals	10	85			



Factory.	Hands.	Compensation.	Factory.	Hands.	Compensation.
Columbia Handle Co. ....	60	\$425	London Printing and Litho-		
Canadian Fire Engine Co. ....	10	100	graphing Co. ....	90	\$600
Canada Chemical Co. ....	26	200	London Cigar Co. ....	60	350
Canada Fence Co. ....	7	80	London Brass Works. ....	30	180
City Gas Co. ....	40	835	London Bolt and Hinge Works	52	303
Canada Featherbone Co. ....	75	275	London Electric Co. ....	30	340
City Sash and Door Co. ....	15	150	London Soap Co. ....	30	385
Carnell Co., hats and caps. ....	15	85	Marshall & Co., hats and caps.	95	800
Carling, B. & M. Co. ....	70	750	Mannes Cigar Factory. ....	35	800
Canadian Pacific R. R. shops. ....	4	50	Malloch & Co., elevators. ....	20	225
Cole, A., wood turner. ....	4	40	Malmor, J. H., cigars. ....	4	30
Cawse, J. W., bricks. ....	20	160	McLeod & Nolan Co., cigars. ....	53	360
Dominion Oatmeal Mill. ....	15	175	McMee, John, & Sons, cigars. ....	100	700
Dennis Wire and Iron Co. ....	25	175	McClary Manufacturing Co. ....	650	5,800
Dymont Baker Co., lumber. ....	35	225	McCormick Manufacturing Co.		
Daly Cigar Co. ....	27	225	McLaughlin, John, bricks. ....		
Dexter, T., & Sons, millers. ....	8	80	North, E., concrete pipes. ....	4	35
Dominion Meter Works. ....	8		Olmsted Cigar Co. ....	50	425
Donnelly, Jas., cigars. ....	10	80	Ontario Printing Co. ....	10	100
Elec. Construction Co. ....	35	200	Ontario Spring Bed and Mat-		
Forest City Bent Goods Co. ....	10	75	tress Co. ....	20	125
Fox's Scale Works. ....	3	30	Perrin, D. S., & Co. ....		
Ferguson, J., & Sons, furniture.	34	225	Reld Bros., book bindery. ....	50	250
Fraser, F. C., & Co., hats and			Robinson Corset Co. ....	80	125
caps. ....	25	150	Reason, H. T. & Co., boxes. ....	25	125
Greer, A. B., carriages. ....	35	250	Rhoder, T. R., paper bags. ....	6	25
Grand Trunk R. R.: ....			Spramotor Co. ....	24	240
Shops. ....	400	1,000	Southern Printing Co. ....	35	350
Bridge department. ....	10	100	Starling Bros., boots and shoes.	50	450
Gillies, D. H., & Co., staves. ....	16	150	Saunders, W. E., pharmaceu-		
Gerry's Planing Mill. ....	28	275	tics. ....	19	90
Gorman-Eckert Co., spices. ....	35	250	Stevens Manufacturing Co.,		
Glennie, Geo., chicle. ....	8	35	brass foundries. ....	100	1,000
Globe Casket Co. ....	85	950	Schabacker & Co., sash and		
Greene, Swift & Co., clothing. ....	32	195	doors. ....	7	80
Gurd & Co., brooms. ....	9		Somerville, C. R., paper boxes,		
Hobbs & Hobbs, stained glass.	65	500	chewing gum. ....	65	350
Hilliard & McKinley, planing			Smith, Joseph, cigars. ....	65	375
mill. ....	15	125	Shuttleworth, J. R., hats. ....	25	150
Hastings Hat and Cap Co. ....	50	400	Stevely & Sons, sheet metal. ....	25	225
Helena Costume Co. ....	140	750	Saunby, J. D., miller. ....	5	40
Hunt's Mills. ....	12	125	Stirton & Dyer, cigars. ....	50	500
Hamilton, J., brewer. ....	6	55	Simon, H., cigars. ....	76	400
Hobbs, John, brooms. ....	6	35	Sargent, I., & Sons, planing mill	15	150
Hyman, C. S., tannery. ....	80	260	Sanitary Dairy Co. ....	35	350
Hourd & Co., furniture. ....	25	135	Thompson, W. J., carriages. ....	30	275
Heal & Co., printers. ....	13	70	Tune, J., soda water. ....	16	100
Kilgour Couch Co. ....	12	100	Talbot, A., & Co., printers. ....	31	220
Kelly, Geo., cigars. ....	56	218	Thorn, W. J., gun wads, etc. ....	4	30
Labatt, Jno., brewery. ....	60	500	Trafford, Wm., furniture. ....	7	77
London Petrolia Barrel Co. ....	80	700	White, Geo., & Sons, engines. ....	100	650
London Engine Supply Co. ....	15	140	Wood Art Glass Co. ....	7	70
London Foundry Co. ....	35	330	Western Wire and Nail Co. ....	10	100
London Brush Factory. ....	30	250	Warren Bros., machinists. ....	4	40
Line, McDonald & Co., cigars. ....	100	600	Waggoner Ladder Co. ....	4	35
Lawson & Jones, printers. ....	55	520	Wortman & Ward, agricultural		
London Box Factory. ....	40	250	implements. ....	80	750
London Machine Tool Co. ....	50	400	Ward, Wm., cigars. ....	30	220
Leonard & Sons, engines. ....	190	1,200	Weld, Wm., & Co., publishers. ....	12	150
London Street Railway Co. ....	130	1,100	Wray Corset Co. ....	25	125
London Pant and Overall Co. ....	55	425	Wright Hat Co. ....	30	300
London Hat, Cap and Mantle			Wyatt, William, metal workers	12	130
Co. ....	44	250	Western Cigar Co. ....	25	250
London Coffee and Spice Mills			Waide Bros., bricks. ....	10	100
London Drug Co. ....	19	180	Waide, D., sawmill. ....	8	50
London Advertiser Co. ....	60	500	Walker & Logan, bricks. ....	15	125
London Free Press Co. ....	65	600	Winnett, R., boilers. ....		
London News Co. ....	35	300			

## REFUND OF CUSTOMS DUTIES: EXPORT CERTIFICATES.

I have lately investigated, at the request of exporters in the United States, the question of refund of duty on goods returned to the United States as being either defective or not such as were ordered by the Canadian purchaser. Under the Canadian tariff law, a refund on such goods will be made, provided that notice is given to the collector of customs of the intention to return the goods; but this must be done within thirty days from date of entry.

Another matter should be understood by our shippers, especially theatrical companies, coming into Canada at one port of entry and going back by another. They should have an export certificate from the United States customs at the port of exit from the United States, thereby saving all delays and trouble when returning.

HENRY S. CULVER, *Consul*.

LONDON, *October 15, 1902.*

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#### NIAGARA FALLS.

The most important development of the year in this consular district is the enlarged production of electric power at Niagara Falls. This has been in use at Niagara Falls, N. Y., for several years past, and the demand for this cheap and constant power has been so urgent that it has been impossible for the power company to keep pace with it. The original development of 50,000 horsepower at Niagara Falls, N. Y., was utilized some time ago, and the company has been working night and day to double the capacity of the plant, the tunnel providing for a discharge of water that would develop 100,000 horsepower. The second shaft has been completed, the machinery has been installed, and within a few months the full capacity of the Niagara Falls, N. Y., plant will be at the service of the Niagara frontier.

Realizing that the plant on the New York side of the cataract would only suffice for a short period, the power company commenced operations on the Canadian side of the river in August of last year. The work has been pushed forward rapidly, and it is expected that, by next August, 50,000 horsepower will be available. Already, the demand is so great that last week the power company let a contract for extending the wheel pit at once, so as to develop 110,000 horsepower instead of the 50,000 first contemplated. The two companies are practically identical as to stockholders, the Canadian company being officially designated as the Canadian Niagara Power Company.

A radical departure from the installation on the New York side of the river is the utilization of dynamos of 10,000 horsepower each, instead of the 5,000 units that were installed in the original power house. The 5,000-horsepower dynamos were such mammoth experiments that it was feared they would prove impracticable, but now they are to be succeeded by dynamos of twice their capacity. Quite a marked saving is effected in the construction of one 10,000-horsepower dynamo over two of 5,000 each.

The fact that cheap power is going to do all that was claimed for it in the way of attracting industrial concerns to the Niagara frontier is being so thoroughly demonstrated that a second company—the Ontario Power Company—has secured rights from the Canadian government. The development of its plant commenced last April, and 50,000 horsepower will be the initial product, which, however, will be increased to 150,000. Instead of being carried in an underground tunnel, the water is directed into flumes, carried to the brink of the Niagara gorge, and then dropped into the river through penstocks, which develop the power.

These two companies are backed almost exclusively by United States capital. A third company, which claims to be wholly Canadian, has applied to the government for the privilege of developing

100,000 horsepower near the two plants now under construction. A full hearing of all the parties interested was given by the government on Friday, December 19, at Toronto, and a decision will be announced shortly. As special stress is laid on the fact that a Canadian company should have preferential rights, it is believed that the petition will be granted. The Canadian government exacts in all cases that 50 per cent of the power developed must be provided to Canadian consumers if called for; the balance will be exported to the United States.

While millions of dollars are being expended in developing these various power plants, the revenue will be enormous. Comparatively little labor is required, once the energy of Niagara is under control. When the 350,000 horsepower now in process of development is placed on the market, the gross income of the power companies will be in the neighborhood of \$7,000,000 per year. This is figuring the price at \$20 per horsepower a year, which is somewhat lower than the present average rate. As this provides constant power every day of the year, twenty-four hours every day, with thorough cleanliness, little fire or accident insurance, no expensive equipment for generating steam with its heavy annual wear and tear, no engineers or firemen—simply the turning of a lever—it is seen that for many lines of industry Niagara electric power presents remarkable inducements.

The industrial growth of the Niagara frontier in the past few years has been marvelous. It is prophesied that within ten years 1,000,000 horsepower will be in course of development. Up to the present time, the effect on the volume of water passing over the falls is not noticeable, even with the most careful measurements. A short time since, for the purpose of inspection, all the water was shut off from the power-houses for a number of hours. Competent men were stationed at different points on the river and at the brink of the falls to measure the difference in the river level when the water producing 100,000 horsepower was cut off. The men were unanimous in their reports that they could not detect the slightest variation. A heavy wind blowing up or down Lake Erie will raise or lower the Niagara River several feet, but only those who are well acquainted with it will notice any special difference in the discharge at the cataract. The main change is in the middle channel of the river and is principally shown in the rate of discharge, rather than the raising or lowering of the river.

HARLAN W. BRUSH, *Consul*.

NIAGARA FALLS, ONTARIO, *December 20, 1902.*

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#### ORILLIA.

Trade in all sections of Canada has been very brisk for the past three years. This is due, perhaps, in some measure to the prosperous condition of affairs in the United States. In this district, more is due to the energy and competency of the business men themselves, many of whom are Americans, who saw the opportunities for developing the forest and mineral wealth of Ontario. In consequence of the prohibition of export of saw logs by the Ontario government, American owners of Canadian pine timber limits wishing to work them have been obliged to manufacture the lumber in Ontario. New mills have been built, others bought from Canadian owners, contracts made with mills

for the manufacture of logs, and in one or two instances mills have been moved from the Michigan shore to points on the Georgian Bay.

Preparations for the manufacture of pulp are going steadily forward, and according to present indications, 250 tons per day will be manufactured in this district next year.

The copper and iron industry is increasing in production, and the opening of the Temiscamingue Railway from North Bay to the head of Lake Temiscamingue will develop a region reported to be nearly as rich as the Sudbury district.

Trade in general is brisk. There is a good demand for the most improved agricultural implements, and those of American manufacture are able to compete successfully with the Canadian. All through this district these articles are sold by local agents, and exporters, to compete successfully with the home product, must engage men of undoubted ability and character. Lack of success in one or two instances has been directly attributable to lack of this precaution.

More commercial travelers representing United States firms have canvassed this district this year than ever before, and their efforts have been productive of increased trade. No tax or restriction is imposed on commercial travelers and long credits are not expected. American currency and coin are accepted at par.

A good barometer of the industrial activity in this district is the scarcity of dwellings. There are 35 new houses in Orillia this year, while in 1899 there were 60 vacant houses. Midland has 5 new business blocks, 2 churches, and 150 new houses. North Bay has 50 new houses.

Wages for common laborers are \$1.50 to \$1.75; for skilled workmen \$2 to \$4 per day; for woodsmen \$30 to \$32 per month.

#### LUMBER.

Lumber is the chief article of production. Manufacturers, as a whole, are in a most prosperous condition. Pine lumber is 50 to 75 cents higher than it was last year. The cut, according to the most reliable figures I can obtain, will be about 415,000,000 feet on Georgian Bay and on the lines of the Grand Trunk Railway traversing this district.

Red pine, hemlock, birch, oak, ash, and elm are manufactured in increasing quantities each year; also, pine and cedar shingles, laths, staves, hoops, heads for barrels, and pickets.

#### RAILWAYS AND CANALS.

The train service on the northern division of the Grand Trunk Railway has been greatly increased during the past few months by the addition of two expresses between Toronto and North Bay, where connection is had with the Canadian Pacific Railway.

Traffic over the Midland Division of the Grand Trunk Railway, which extends with various intersections and branches between Midland, on the Georgian Bay, and Port Hope, where it taps the main line, has been so heavy that the railway officials are considering the advisability of laying double tracks.

Last year, the Grand Trunk Railway elevators at Midland handled 10,500,000 bushels of wheat. This season will increase the figure to

13,500,000 bushels. The grain is all shipped to Montreal, Portland, and Boston, for export. Lumber traffic on this division is also very heavy.

The Manitoulin and North Shore Railway, from Wiarton across Georgian Bay (by ferry, 15 miles) to Manitoulin Island, thence to Sudbury, is progressing rapidly.

A new line is projected from Parry Sound, on the Georgian Bay, to Sudbury, and, according to report, construction has already commenced.

The contract for the Temiscamingue Railway has been let, and work is to be commenced at once. The railway is to be built by the Province of Ontario, and is to extend from North Bay 110 miles to the head of Lake Temiscamingue, through a rich mineral and timber region.

Work on the Georgian Bay Canal is progressing, but not rapidly. The project for the construction of the French River Canal seems to have been dropped for the time.

#### MINES AND MINING.

Since my last annual report, the Canadian Copper Company, at Copper Cliff, in the Sudbury district, has been merged in the International Copper Company. The mines have been operated during the greater part of the past year by a greatly reduced force and very little nickel matte has been exported. The managers are now apparently preparing to enlarge the works, and according to newspaper reports will double the former maximum output. This property at Copper Cliff is said to be the most valuable copper deposit yet discovered on this continent.

North of Sudbury, in the township of Hutton, considerable deposits of iron have been located. Capitalists from Michigan and Minnesota have options on these properties, and they are now being examined to determine the advisability of working.

The mineral belt which will be reached by the Temiscamingue Railway is being actively prospected, and claims located.

Americans are interested in this locality.

#### AGRICULTURE, POULTRY, AND DAIRY PRODUCTS.

Crops of hay and grain were good this year, but vegetables and fruits were below the average, potatoes in many localities rotting in the ground before maturing. Poultry, butter, and eggs are exported to England in ever-increasing quantities. Some dealers export directly, others through Montreal export commission merchants. Cold-storage cars are provided for shipment to Montreal. Several hundred tons of butter, thousands of cases of eggs, and a large quantity of poultry were exported the past year. Cold-storage plants are located at convenient points.

#### MANUFACTURES.

There are over 100 mills engaged in the manufacture of lumber, with a capacity of 250,000,000 feet of pine annually, besides red pine, cedar, birch, ash, elm, oak, maple, spruce, and hemlock, which are manufactured in much smaller quantities.

The annual output of the iron furnaces at Midland amounts to 45,000 tons of pig iron. The 65,000 tons of iron ore and 40,000 tons of coke used by these furnaces are imported from the United States, the rest being obtained in Canada.

The Tudhope Carriage Company, Limited, of Orillia, manufactures 7,000 vehicles, besides a large number of sleighs and cutters. When the addition to the plant, now nearly completed, is in operation, it will have a yearly capacity of 12,000 vehicles and cutters. The value of the present output is \$700,000, of which 10 per cent are cutters. The employees number 250 men, making this company the largest carriage factory in the Dominion of Canada.

The Canada Wood Specialty Company, located in Orillia, manufactures butter trays, oyster pails, wooden rings, and other small wooden articles, and employs 35 men. A furniture factory has recently been established in Orillia, employing 25 men.

Much of the machinery in these plants is of American manufacture, and the Tudhope Carriage Company imports from the United States carriage springs and other iron parts, in addition to oils, and plush for upholstering.

The tanneries, of which there are four of importance in this district, are all very busy, one or two running day and night. The principal part of their machinery comes from the United States, and the chief concern, with plants at Bracebridge and Huntsville, is controlled by American capital.

#### WOOD-PULP PROSPECTS.

No pulp has yet been manufactured, on account of delays in contracts and other difficulties, but by January 1, 1903, the Spanish River Pulp and Paper Company, located at Webbwood, on the "Soo" branch of the Canadian Pacific Railway, will be manufacturing 150 tons of mechanical pulp daily, and the manufacture of sulphate pulp and of paper will later be added on a comparatively large scale. The company is capitalized at \$1,500,000, and the value of the machinery equipment is \$232,000. One hundred and forty thousand dollars' worth of machinery has been installed, of which 60 per cent is of American manufacture.

The Sturgeon Falls Pulp Company is contemplating increasing its capitalization from \$1,000,000 to \$3,000,000, doubling the proposed output of 80 tons of pulp per day, and engaging in the manufacture of paper. Ninety per cent of the machinery is of American production. The plant will be operating by July, 1903.

A chemical pulp mill is to be built at North Bay, with a capital of \$250,000. Toronto and Philadelphia capitalists are the promoters, and the present plan is to establish a plant with an output of 35 tons per day, to be increased later to 50 tons.

#### IMPORTS.

There are four subports of entry in this district—at Orillia, Midland, North Bay, and Sudbury. It is practically impossible to secure accurate figures of the imports or of the sources, as they are tabulated at Ottawa, and there only in the aggregate. Imports at Orillia are 40 per cent greater than last year, slightly exceeding \$700,000. The duties collected for the year ended June 30, 1901, were \$27,549;

June 30, 1902, \$39,144. More than 50 per cent of the dutiable goods are from the United States. The principal free imports are coal from the United States and hides from South America.

Fifty thousand dollars' worth of imports was entered at North Bay, nearly all from the United States, 50 per cent being pork for use in the lumber camps, 25 per cent representing the shipments of agricultural manufacturers of the United States, who make that point a distributing depot, and 15 per cent pulp machinery for Sturgeon Falls.

Twelve thousand tons of coal and 40,000 tons of coke were imported from Pennsylvania and New York at Midland. No other figures are obtainable at Midland or Sudbury, and if they were, no accurate result could be shown, for fully as much American merchandise comes into this district from Toronto wholesalers and jobbers as by direct importation.

Among new importations are collars, cuffs, and shirts from New York; drug specialties from Chicago, New York, Detroit, and Philadelphia; shoes from New England; improved firearms from New England and New York; fishing tackle, golf clubs and balls, ammunition, and other sporting goods from New England, New York, Ohio, and Chicago. American rifles, shotguns, and ammunition have almost entirely superseded the English and Belgium manufactures. Silks, cottons, and dress goods are largely imported from France, England, and Germany. Cutlery comes mainly from England. Considerable quantities of sugar from Austria have recently arrived here, and sold cheaper than the American or Canadian product. American boots and shoes are an established factor in the trade.

More attention should be given to the prompt dispatch of small orders. Several customers have been lost by neglect in this respect.

Following is a fairly complete list of articles imported into this district from the United States:

Coal in large quantities, both bituminous and anthracite; pianos, bicycles, sawmill and tannery machinery; saws, axes, and various carpenter tools; compasses, levels; umbrellas; watch movements; patent medicines, drug specialties, trusses, syringes, hot-water bottles, lung protectors, undervests; lubricating oils, kerosene; cotton, prints, a few dress goods; lamps, toys; boots and shoes; a few hides; prunes, California fruits, canned fruits; oysters, both fresh and canned; canned vegetables, prepared mustards, sauces for meat, canned lobsters and shrimps, pork; agricultural machinery, binder twine in large quantities; shotguns, rifles, ammunition; soaps, baking powder, bottled pickles, washing powder; hammocks and hammock frames; door locks and springs, scales; electrical torches, oil heaters; coal registers; breakfast cereals, salad dressings, cocoa, chocolate; fishing tackle, rods, reels, lines, flies, landing nets, trolls, etc.; plated ware; golf clubs and balls, tennis racquets, nets and balls, etc.

## EXPORTS.

The exports from this district for fiscal year ended June 30, 1902, were:

Articles.	Value.	Articles.	Value.
ORILLIA.		ORILLIA—continued.	
Ginseng root .....	\$324.00	Skins, calf .....	\$371.10
Hair, cattle .....	3,264.61	Total .....	208,778.64
Hide fleshings (glue stock) .....	2,488.90	MIDLAND.	
Hides (G. S.) .....	4,852.55	Cattle .....	1,416.00
Household goods .....	3,060.50	Edgings, pine .....	1,086.65
Lath .....	5,030.11	Fish .....	200.00
Lambs .....	413.00	Household goods .....	500.00
Lumber:		Lath .....	83,600.00
Ash .....	254.12	Lumber:	
Basswood .....	472.30	Ash .....	258.65
Birch .....	19,782.22	Hemlock .....	236.60
Elm .....	3,494.15	Pine .....	992,007.82
Pine, white .....	124,617.58	Potatoes .....	848.60
Pine, white (in bond) .....	1,052.72	Robes, musk ox .....	225.00
Spruce .....	573.36	Staves, elm .....	704.21
Pickets, pine .....	1,196.60	Shingles .....	852.50
Poles, telegraph .....	139.15	Total .....	1,081,185.03
Potatoes .....	1,836.22		
Returned American goods .....	1,148.35		
Shingles:			
Cedar .....	2,626.64		
Pine .....	27,406.46		

The exports from Sudbury, which consist almost entirely of nickel matte, owing to the cessation of work at the mines, have been very small. North Bay exports a few cattle, but the principal articles are products of the pine log.

Business prospects were never brighter, and a larger demand for mining and mill machinery is sure to result. As the country is being rapidly developed, the opportunity for expansion of trade is evident.

E. A. WAKEFIELD, *Consul.*

ORILLIA, *October 30, 1902.*

## PORT HOPE.

The consular district of Port Hope is largely indebted to United States capital and influence. Its summer resorts attract thousands of Americans, who, in turn, invest thousands of dollars in real estate and improvements, in addition to the large amounts paid out by those that lease or simply board. The continued prosperity in the United States is reflected across the border by the increase in visitors and in the large number that bring horses and carriages for the season.

The merchants make special announcements of American goods, and it would seem that this trade might be increased if United States dealers would send their agents to look after the business. Very few of the Canadian merchants import direct.

## GRAND TRUNK RAILWAY IMPROVEMENTS.

The most extensive operation to be reported is that of the Grand Trunk Railway in changing its main line between Port Hope and Newtonville, a distance of 7 miles. This change eliminates many



objectionable grades and curves and puts the line at a safe distance from the encroachment of the lake. The new line will be double-tracked, which will provide a through double-track system between Toronto and Montreal.

#### CORNWALL-TORONTO ELECTRIC ROAD.

What will undoubtedly be of the greatest benefit to the inhabitants of this Province along Lake Ontario and the St. Lawrence River is the Cornwall-Toronto electric road. This line has been chartered by the Ontario legislature and has secured the right of way in all the towns through which it passes. It will follow the old turnpike and toll roads, with branches connecting important places within 30 miles of the main road. It is capitalized by Boston parties, and is expected to be in operation during the coming year.

#### THE NICHOLSON FILE COMPANY.

The Nicholson File Company, with headquarters at Providence, R. I., has within the last year consolidated all its Canadian agencies at Port Hope and extensively increased its capacity. It now employs 125 hands, with a monthly pay roll of \$1,000, and does an annual business of \$200,000. All the machinery, as well as all the steel used in making the files, is imported from the United States. The general manager and several heads of departments are Americans.

#### THE TRENT CANAL.

The proposition which is now before the Dominion government relating to the terminus on Lake Ontario of the Trent Canal is of much importance to this consular district, and eventually to the United States. This canal is to provide a waterway from Georgian Bay to Lake Ontario, utilizing the natural channels of rivers and lakes, so that of the whole distance, about 200 miles, only about 20 or 25 miles will be actual canal. Each year sees more or less of the interior work completed, and it will soon be necessary to decide which of the two proposed terminals, Trenton or Port Hope, will be selected.

A comparison of the two routes from the mouth of the Otonabee River at its entrance into Rice Lake, where the two would diverge, is favorable to the Port Hope route in the following particulars:

1. The Port Hope route is 40 miles shorter, which would save one day on the uptrip.

2. Rock cutting on the Port Hope route will not exceed one-half mile. To reach Rice Lake from Trenton it is proposed to follow the Trent River most of the way; this will require at least 20 miles of rock cutting.

3. In making Port Hope the terminus, there are no railroad crossings, the viaduct at Port Hope being 25 feet above the canal. The Trenton route will have five railway crossings.

4. The injury to land via Port Hope will comprise simply what the land actually covers. Along the Trent River, thousands of acres of valuable land will be under water.

5. The harbor at Port Hope has 14 feet of water and may be dredged to 20. Trenton Harbor has  $9\frac{1}{2}$  feet, and a ledge bottom which extends into the bay for over a mile.

6. The cost of the routes is variously estimated, the Port Hope route at one and a half to two millions, the Trenton from five to ten million dollars.

In the latest government report the superintending engineer says: "The surveys, plans, and estimates of the cost of the proposed route via Port Hope have been completed and forwarded to the department." This report is to be made public at the next session of Parliament, and is anxiously awaited by those interested.

The locks as completed, with one exception, are 134 feet long and 33 feet wide; a depth of 6 feet of water on the sills is maintained; the lands that would be overflowed by increasing the depth to 8 feet have been purchased by the government, and the locks are constructed with this in view, and can be changed at a small cost. The barges are planned at 123 feet long by 32 feet 10 inches wide, and if loaded to draw 8 feet of water will carry 25,000 bushels of wheat, or with 5 feet, will have a capacity of 15,000 bushels.

#### DISTANCES ACROSS THE LAKE.

From Port Hope, Oak Orchard, N. Y., is 39 miles directly south; Charlotte, the port of Rochester, N. Y., is 59 miles; Oswego, N. Y., is about 90 miles. From the "Soo," via the Trent canal to Port Hope, across the lake to Oswego, and from there to New York City via canal, is about 250 miles less than via Lake Erie to Buffalo and thence by Erie Canal to New York City. It can be seen from these figures that the completion of the Trent Canal may have much to do with rates over American lines.

#### CANADIAN CUSTOMS RECEIPTS.

Throughout this district, the published reports show an increase of the customs receipts during the year ended June 30, 1902, over the previous year.

HARRY P. DILL, *Consul*.

PORT HOPE, *October 31, 1902.*

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#### SAULT STE. MARIE.

#### UNITED STATES ENTERPRISES.

Industrial and commercial prosperity has continued in this district during the fiscal year ended June 30, 1902, and is almost entirely due to large investment of American capital in the district during the last few years. Practically all the large enterprises have been financed and operated by United States money, amounting to millions of dollars. These investments have been in railroads, water powers, manufacturing plants, steamship lines, and mining.

The Lake Superior Consolidated Company is the largest investor, and owns and controls the Algoma Central and Hudsons Bay and Manitoulin Northern railways, the Lake Superior Power Company, Sault Ste. Marie Pulp and Paper Company (two mills), Algoma Steel Company, Algoma Commercial Company, Algoma Steamship Company, Algoma Central Telegraph Company, British American Express Com-

pany, Tagona Water and Light Company, International Traction Company, International Lumber Company, and iron, nickel, gold, and copper mines. Other Americans are investing heavily, mostly in mining and lumbering. I do not know of a mine of any kind in the district that is not being operated by Americans.

#### SAWMILLS.

There are 12 large sawmills in the district, which produced about 150,000,000 feet during the season of 1901; 9 of them are owned by Americans, and produced 95,000,000 feet. These mills expect to cut about 160,000,000 feet this season, of which the mills owned by Americans will cut 115,000,000 feet.

#### STEEL PLANT.

The steel mills have a capacity of about 600 tons of steel rails, angle bars, and structural iron per day, and are preparing to increase largely in the future. Connected with the plant will be four iron furnaces, with a combined capacity of about 1,100 tons daily. Two of these furnaces will use charcoal for fuel and will be 70 feet high and 14 feet in diameter and be equipped with 8 fire brick stoves each and have a capacity of 150 tons per day. The other two furnaces will use coke and are to be 90 feet high and 21 feet in diameter, and have a capacity of 400 tons each per day.

The docks will have a storage space of about 450,000 square feet, and will be equipped with the latest machinery for handling material for the furnaces.

The two charcoal blast furnaces will require charcoal from about 600 cords of wood per day. This wood will be carbonized in bee-hive kilns and also in steel retorts, which will be erected with a view to saving all the by-products for other purposes.

#### MINING.

All of the country from Sudbury over 200 miles northwesterly to Michipicoton shows outcroppings of mineral, and mines and prospects exist in scores. Near Sudbury, the ores are nickel and copper in nearly equal proportions, and are said to indicate the largest deposits of nickel in the world.

The product of these mines for the years named was as follows:

Ore.	1897.	1898.	1899.	1900.	1901.
Nickel.....	\$359,351	\$514,220	\$526,504	\$756,626	\$1,859,970
Copper .....	200,067	268,060	176,236	319,681	589,060

*Nickel.*—A recent statement from the bureau of mines of Ontario shows an increase of the nickel product for the first six months of 1902 over the same time of 1901 of \$891,256, and an increase of copper of \$164,771. This product is now reduced at Sudbury into nickel-copper matte of about 80 per cent purity, nearly all of it being shipped to the United States for refining into pure metal.

*Copper.*—The minerals to the west of Sudbury seem to consist principally of copper, deposits of which extend about 100 miles north-westerly. Only one mine, however—the Rock Lake—is shipping copper at present; the product is sent in the form of concentrates to Chicago for refining.

Several other mines are being developed as fast as possible, all by American capital.

*Iron.*—In the westerly part of this copper belt and extending to Michipicoton there are found large deposits of iron. The Helen mine in this belt has been shipping ore for two years, and has developed a capacity of about 2,500 tons daily. The average cargo analysis of the iron ore shipped from this mine during 1901 is given as 58.98 per cent iron. The full analysis is:

	Per cent.
Iron.....	58.98
Sulphur.....	.067
Phosphorus.....	.69
Silica.....	8.02
Magnesia.....	.19
Alumina.....	.63
Lime.....	.20
Manganese.....	.04
Volatile matter.....	8

The Helen mine shipped 258,755 tons during the year 1901. Of this, 180,851 tons were sent to the United States and 77,904 tons to Canadian furnaces. The shipments of this mine to the United States during the year 1902 amounted to 262,837 tons. Other iron mines in this belt are being developed.

*Gold.*—Two of the gold-mining companies at Michipicoton are building large stamp mills. They have all the machinery on the ground and hope to be running in two months from now. They have large bodies of ore in stock on the dump, some of it running very high in gold. Several other mines are installing machinery for development work and are rushing work as fast as possible. This also is being done by American capital.

There is sure to be a boom in this gold territory as soon as the mills start, for I think that the public does not yet recognize the richness of these deposits.

Altogether, there seems to be a bright future for mining in this part of Canada. Hundreds of claims have been staked on this range. Many show large bodies of ore, rich in minerals, and some will undoubtedly prove to be valuable mines.

The country is rough and mountainous, and it is slow and expensive to bring in machinery. It requires from three to five years to develop a mine to the producing state. Mines already developed as a rule show true veins, and grow in richness with their depth.

#### LUMBERING AND LUMBER MILLS.

The manufacture of lumber continues to increase in this district. Two new mills were built during the year, making twelve large mills and a number of small ones.

Shipments of lumber to the United States for the fiscal year 1902 were valued at \$1,604,123, against \$973,245 for 1901, and during the first quarter of the present year were \$677,188 against \$240,470 for

the corresponding period of last year. Saw logs from this province are not allowed to be shipped out of Canada except those taken from deeded lands.

#### PULP MILLS.

There are at present only two pulp mills in this district, one of which manufactures mechanically ground wood pulp and the other sulphite fiber. The combined capacity of these mills is about 150 tons daily. Another mill is in process of construction, with a supposed capacity of about 100 tons daily.

Pulp wood taken from Crown and Indian lands in this province is not allowed to be sent out of Canada.

Wood pulp and pulp wood were shipped from this district to the United States as follows:

Description.	1901.	1902.
Pulp, ground wood, and sulphite.....	\$64,507	\$230,249
Pulp wood.....	108,623	91,493

#### EXPORTS.

The following shows the declared exports from this office for the years indicated:

Article.	1901.	1902.
Animals for exhibition.....	\$1,000.00	.....
Bleaching powders.....	690.32	\$12,735.37
Copper ore, concentrates.....	1,000.00	10,823.80
Cattle.....	.....	4,850.00
Emigrants' effects.....	2,998.00	13,200.75
Fish, salt and fresh.....	26,965.57	26,910.82
Hides.....	2,790.54	3,671.13
Horses.....	2,265.00	2,695.00
Iron ore.....	79,310.66	657,083.75
Machinery.....	.....	6,921.00
Plows.....	.....	464.50
Potatoes.....	.....	375.00
Rock, broken trap.....	7,170.00	5,900.00
Tan bark.....	1,380.00	497.50
Old rubber.....	.....	505.40
Wood, and manufactures of—		
Lumber.....	973,245.76	1,604,123.64
Logs and timber.....	240,811.05	190,793.10
Lath.....	14,476.98	30,081.47
Shingles.....	.....	5,478.57
Pulp wood.....	108,623.50	91,493.50
Pickets.....	15,640.05	49,948.13
Ties and posts.....	5,581.74	31,872.74
Silver lead ore.....	.....	2,000.00
Pulp, ground wood.....	64,507.37	169,171.09
Pulp, sulphite fiber.....	.....	70,078.00
All others.....	2,088.02	880.55
United States goods returned.....	104,122.87	112,713.35
Total.....	1,659,242.48	3,106,210.67

Increase of 1902 over 1901, \$1,452,598.24.

It will be noticed that there is an increase in nearly all lines of export, the greatest being in lumber, iron ore, and pulp. The only notable decrease is in saw logs and pulp wood. Of the United States goods returned, \$19,160 covered empty bags that had been used in

importing cement for the various plants here and \$72,587 was for plants that had been brought from the States to complete contracts by United States citizens.

GEO. W. SHOTTS,  
*Commercial Agent.*

SAULT STE. MARIE, *October 9, 1902.*

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#### STRATFORD.

Commerce and industry in western Ontario during the present year have been exceedingly good. The province never had better crops of all sorts, and general prosperity prevails in every avenue of business. The unprecedented rainfall during the past summer retarded most of the farm work, but did little damage to the crops, with one exception. The flax crop was one of the best ever grown in western Ontario, but hundreds of acres could not be harvested on account of the continuous rains.

Workingmen are employed on full time in the city, and in the country it is almost impossible to get sufficient help. This is largely due to the absence of thousands of young men who annually go to the Northwest on what are known as "harvest excursions." In fact, these excursions are a great drain upon Ontario, for many of the young farmers never return, but locate permanently on the prairies of Manitoba.

#### CEMENT WORKS.

In my report of a year ago, I referred to the cement works about to be started at Durham. The plant when completed will be one of the largest in the province. Most of the machinery has been contracted for in the United States. The demand for cement is enormous at present, and many local improvements, such as the laying of pavements, have been delayed for want of the material. The Durham plant will no doubt remedy this trouble, for the output is based upon 1,000 barrels a day.

#### BEET SUGAR.

During the year, great strides have been made in this new industry. Large factories have been opened at Wiarton and Berlin. Farmers are cultivating the beet, under contract, at so much per acre. The soil and climate are well adapted to this product, and if the factories now in operation prove a success, others will follow, and Ontario will become a rival of Michigan in the manufacturing of beet sugar.

#### PEAT.

In my report on "Peat development in Ontario," published in *Advance Sheets of Consular Reports No. 1450, September 22, 1902,*<sup>a</sup> I referred to the efforts that have been made to perfect machinery to manufacture peat fuel. The peninsular part of Ontario (by which I mean that portion of the province between Lakes Ontario, Erie, and Huron) has but little timber left for fuel or manufacturing purposes;

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<sup>a</sup> Also in *Consular Reports No. 266, November, 1902.*

nor has there been a pound of coal discovered in that territory. The fuel problem is one of great importance. Peat bogs are numerous, covering many thousands of acres, and to these useless swamps the inventor is directing his attention, with the idea of converting the crude peat into an article of commercial value. The coal famine has given the new industry a great impetus, and I predict that whenever the machinery is perfected, peat fuel will largely take the place of coal. This will not only be the case with fuel for heating and cooking purposes, but an illuminating gas that is equal to the best soft-coal gas, and far superior to the latter for heating, can be made out of the crude bog at much less expense. To repeat a sentence used in my report: "The genius who will invent a machine to satisfactorily extract the moisture from crude peat will not only make a fortune, but will be a public benefactor."

## ECONOMIC.

These three comparatively new industries—the manufacturing of cement, beet sugar, and peat fuel—will be the means of creating a market for machinery that will amount to millions of dollars. In my judgment, there is no country on the Western Continent with better resources than new Ontario, or that part of the province north of Lake Superior and the Georgian Bay. The timber above the soil and the ore beneath it are almost inexhaustible. Enormous water power can be obtained from the numerous rivers and lakes, and there will probably be many new enterprises established here during the next quarter of a century.

## RAILWAYS.

The best forerunner of general development in a new country is the building of railroads. This territory a few years ago was without a mile of railway. The lines under construction show the extent of the movement in this former wilderness:

	Miles.
Ontario and Rainy River Railway (now Canadian Northern) completed..	283
Algoma Central Railway:	
Main line, Sault Ste. Marie to Canadian Pacific Railway (partially built) .....	140
Michipicoten Branch (partially built) .....	25
Projected continuation from Canadian Pacific Railway to James Bay, about .....	300
Manitoulin and North Shore Railway (contracts called for) .....	465
Thunder Bay, Nipigon and St. Joe Railway (projected northward to the Albany River) .....	346
Temiskaming and Northern Ontario Railway, North Bay to Lake Temiskaming (government line, first sod turned May 10) .....	250
Probable ultimate extension to the 16,000,000 acre clay belt, north of height of land .....	100
Branch line from Dinorwic Station to Lake Minnetakie, Algoma .....	200
James Bay Railway, from Parry Sound to Sudbury (construction commenced) ..	15
Bruce Mines and Algoma Railway (about completed) .....	95
Nipigon Railway, from Nipigon to head of Long Portage .....	16
Lake Superior, Long Lake and Albany River Railway .....	14
Projected air line from Quebec to French River, the Ontario portion being about .....	10
Irondale, Bancroft and Ottawa Railway .....	150
Pembroke Southern Railway to township of Ross .....	70
Lindsay, Bobcaygeon and Pontypool Railway .....	15
Bay of Quinte Railway (formerly Kingston, Napanee and Western) .....	19
	50
Total .....	2,078

The possibilities of this northern country, when opened by the railways now under construction, are immense, and offer a field for capital and energy.

A. G. SEYFERT, *Consul*.

STRATFORD, *October 10, 1902.*

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#### TORONTO.

The city of Toronto is situated upon the northern shore of Lake Ontario, about 40 miles from its western end. It lies in latitude  $43^{\circ} 39' 10''$  north and longitude  $79^{\circ} 23'$  west, on a plateau gently ascending northward for a distance of 3 miles, where an altitude of about 220 feet above the lake level is reached. Extending about 8 miles along the lake, the city is generally level, with slight depressions at points where minor water courses previously existed. The harbor is formed by a sandy island lying about a mile and a half south of the mainland.

Toronto is the capital of the Province of Ontario. In it are situated the provincial parliament buildings and government house, and the residence of the lieutenant-governor of the Province.

#### MUNICIPAL NOTES.

From the city engineer's annual report for 1901, the following data relative to the area, population, streets, pavements, roadways, municipal utilities, etc., are gleaned:

The land area within the city limits is 17.17 square miles; the population, according to the census taken by the directory company, 259,420.

#### SEWAGE.

The city is drained by what is known as the combined system of sewerage, of which there are 233.50 miles.

#### WATERWORKS.

The waterworks system is owned and operated by the city, the supply being obtained from Lake Ontario by direct pumping through a 6-foot steel conduit laid under Toronto Bay to the main pumping station on the water front. The surplus water is pumped through the city mains to a reservoir situated north of the city. The cost of the system to date has been about \$4,000,000. It includes the following stations, engines, etc.:

Main pumping station: Capacity of engines per twenty-four hours (in gallons)—No. 1, 4,000,000; No. 2, 8,000,000; No. 3, 8,000,000; No. 4, 10,000,000; No. 5, 10,000,000.

High-level pumping station: Two engines, with a total capacity of 6,000,000 gallons per twenty-four hours.

Island pumping station: One engine, with a capacity of 500,000 gallons per twenty-four hours.

Water mains, 260.056 miles; water services, 44,275; street hydrants, 3,079; valves, 2,421; meters, 1,800; water takers, 38,000; pressure, domestic and fire, 75 to 90 pounds; average quantity pumped in twenty-



four hours, 22,093,150 gallons; water pumped daily, 22,094,204 gallons; water supplied annually, about 8,064,000,000 gallons; fuel used, soft coal screenings and hard coal; cost of fuel during 1901, \$43,573.12.

The water rates are: Average schedule, 2½ cents per 1,000 gallons; by meter, 10 cents per 1,000 gallons.

Revenue collected in 1901 by schedule rate.....	\$151,343.43
Revenue collected in 1901, meter rate.....	124,501.13
Charges made against different branches of city service for water used ..	54,600.00
<b>Total .....</b>	<b>330,444.56</b>

Operating expenses, including cost of collecting rates ..	163,228.38
Renewals .....	7,879.21
House services and pipe laying.....	19,335.18
<b>Total .....</b>	<b>190,442.80</b>

#### MILITARY.

There are two regular corps (one mounted and one infantry) stationed in Toronto, at Stanley Barracks, near the site of old Fort Rouille, and five local militia corps (two mounted and three infantry), four of which have first-class bands. Well-equipped and commodious armories are provided for the militia.

#### LIGHTING.

There are four lighting companies doing business in the city. The Consumers' Gas Company has 251 miles of mains and 26,982 consumers; the Carbon Light and Power Company, 901 street lights; the Toronto Electric Light Company, 1,204 street electric arc lights, 500 private business arc lights, 960 miles of overhead and underground wire, and 50 miles of underground conduit; and the Toronto Incandescent Electric Light Company, about 100,000 private business incandescent electric lights.

#### TELEPHONE AND TELEGRAPH SERVICE.

The Bell Telephone Company is the only company doing business in the city. It has 7,145 telephones in use, with 10,894 miles of overhead and 9,438 miles of underground wires, 48,756 feet of underground conduit, and 592,436 feet of ducts.

There are two local telegraph companies, the Great Northwestern Telegraph Company, with 70 sets of instruments and 245 miles of overhead wires, and the Canadian Pacific Railway Telegraph Company.

#### EDUCATION.

The local educational system is under the direction of the public school board, the collegiate institute board, and the separate school board. There are 57 public schools with a total of 566 rooms and a staff of 678 principals and teachers; three collegiate institutes with a staff of 31 principals and teachers; and 18 separate schools with a staff of 99 principals and teachers.

Following is a list of the schools, churches, and convents in Toronto: Three industrial schools (Protestant); 2 industrial schools (Catholic); 30 colleges, seminaries, and day schools; 1 technical school; 4 universities; 3 cathedrals of all denominations; 209 churches of all denominations; 48 missions; 5 mission training schools; 9 convents.

## PUBLIC LIBRARY.

There are 1 central reference and circulation public library and 6 circulation libraries, all under the control of the public library board and containing 117,127 volumes.

## RAILWAYS.

There are two railway companies whose systems enter Toronto, namely, the Grand Trunk Railway with about 85 miles of track laid in the city limits, and the Canadian Pacific Railway Company with about 31 miles of track. Ninety-two passenger and 176 freight trains enter and leave the city daily.

The Toronto Railway Company has the exclusive franchise for operating a street-railway system within the city limits. It has 88.911 miles of track, about 300 cars in operation, and during 1901 carried 39,448,087 passengers.

## STATE OF TRADE.

It can safely be asserted that the year ended June 30, 1902, has been the most prosperous in all lines of business in the history of Canada, and it is also true that Toronto and the territory contiguous thereto have more than kept pace with the general industrial activity in the Dominion. One of the chief features to be noted is the large increase both in imports and exports. The year has also been noted for the many new industries that have been established, as well as for the enlargement of local plants, made necessary by the demands of trade.

Among the newly established factories, not a few are branches of American industries which have heretofore supplied the Canadian trade through shipments from the other side of the boundary line. On account of the imposition of high tariff rates by the Canadian government on many lines of manufactured goods, United States manufacturers have found it profitable to erect branch factories in Canada. This fact is becoming more and more apparent. Probably, no less than a dozen instances of this kind can be pointed out in the city of Toronto alone, while the same is true, to a lesser extent, in other towns and cities not far removed from the border. The establishment of these branch factories is most noticeable, perhaps, in the line of farm implements, but many others are included.

Notwithstanding this growing tendency on the part of large American concerns to supply Canadian trade from branch factories erected on this side of the line, our exports show a healthy increase, which is likely to continue, consequent upon the development of this country and the resultant increasing demand for all kinds of manufactured commodities.

## THE PORT OF TORONTO.

Both the imports and the exports at the port of Toronto for the fiscal year ended June 30, 1902, show substantial gains. Of the total imports for the Province of Ontario for the year ended June 30, 1902, aggregating \$86,232,560, those credited to Toronto were valued at \$38,191,850.

*Declared exports from port of Toronto to the United States for twelve months ended June 30, 1902.*

Article.	Total for the year.	Article.	Total for the year.
Animals for breeding purposes	\$47,442.00	Machinery	\$6,508.07
Apples	730.00	Mercury	622.90
Biscuits	4,619.42	Metal scrap	1,544.50
Bone and bone tankage	26,077.77	Miscellaneous	13,616.87
Books and printed matter	8,043.57	Metal tubing	2,063.51
Bran	4,066.39	Oats	523.68
Bolting cloth	1,188.21	Onions	497.06
Buffings, leather	8,759.40	Paintings	2,375.00
Bullion (gold and silver)	154,798.94	Paper stock	6,079.85
Barley	12,471.00	Pan-American exhibits	601.90
Bolts and spikes	13,061.05	Pease	1,827.75
Brass and copper scrap	10,603.14	Pickles	4,070.68
Butter and dairy products	9,875.75	Potatoes	2,718.03
Carbolium	1,904.00	Platinum ore	520.00
Cattle and calves	143,716.59	Rags, cotton	5,953.91
Cod liver oil	1,699.85	Raspberry and cherry sirup	2,305.60
Cotton cuttings, new	9,495.00	Returned American goods	217,431.45
Cereal food	790.00	Rubber scrap	35,236.40
Cork-wood refuse	3,023.79	Seeds	138,756.16
Drugs and chemicals	12,390.02	Sheep and lambs	33,890.50
Dental supplies	935.45	Sheepskins, green-salted	10,520.23
Emigrants' effects	159,426.06	Sashes	667.85
Fertilizer	18,182.06	Skins, raw	1,080.39
Fish	4,987.33	Seeds	138,756.16
Figs	9,296.06	Stationery, bank	2,505.02
Furs and fur waste	7,868.47	Steel	2,501.68
Gas tar	5,325.63	Tapioca	755.00
Golf balls	540.00	Tea	132,435.94
Glue stock	1,238.79	Tin plates	5,561.54
Gum chicle, crude	396,667.59	Tinware	2,361.96
Glycerin, crude	11,660.83	Tobacco	14,754.91
Hair	15,742.10	Wheat	21,868.00
Hides	117,800.78	Whisky	6,870.75
Hogs	5,672.00	Wool	98,392.41
Horses	69,745.00	Yacht	3,000.00
Jewelers' sweeps	13,026.15		
Lobsters	714.50		
Lumber	35,645.94	Total	2,111,934.06

#### FARM IMPLEMENTS.

A recent issue of *The Canadian Implement and Vehicle Trade*, published in this city, contains the following article from an exchange:

The importance of the Canadian trade in implements has been emphasized recently by the advent of certain American implement manufacturers into Canada, and their establishment of branch factories there. With the development of Western Canada, an increasing demand for implements of American manufacture has arisen, and the Canadian tariff of 25 per cent ad valorem has been a serious obstacle to the American manufacturers who sought to supply this demand. In order to evade the tariff and retain the trade, these manufacturers have crossed the Rubicon and are establishing branches on Canadian soil. This move on the part of American manufacturers will have a tendency to decrease the chances for a reciprocity agreement between the United States and her northern neighbor. The Canadians will argue that the establishment of these enterprises in their country will result in a permanent industrial growth and give employment to Canadian workmen, both of which are to her material advantage. Consequently, their contention will be for an increase in the tariff rather than a reduction. Once these establishments are in operation, however, there will be a return of the natural desire for freer relations, which without tariff barriers would be as free as the commercial relations between different Commonwealths in the United States. The lumbermen of the United States were most influential in preventing the negotiation of a reciprocal tariff treaty with Canada a few years ago, at a time when the Canadian government was eager to enter into such an agreement. At that time the implement manufacturers, as well as manufacturers in other lines, displayed a surprising apathy; and between the fisheries on the Atlantic coast and the lumber interests on the northern boundary, the opportunity for American implement manufacturers to exploit the richest agricultural territory in the world outside of the United States, unhampered by tariff restrictions, was lost. That the implement trade in Canada will increase almost magically in the next few years is a fore-

gone conclusion. The agricultural lands of Western Canada are being settled with surprising rapidity, many of the settlers being Americans. The superiority of American implements is recognized, and machinery of American pattern will be demanded. And that demand can now only be supplied by the establishment of manufacturing plants on the Canadian side.

I have spoken in this report of the numerous branches of American manufacturing concerns recently established here and of the fact that some of the most important of these are engaged in making farm machinery. In lines where there is little or no Canadian competition, the goods continue to be made in the United States, from which country practically all of the imported farm implements are brought.

Among the recent additions to the American branch factories here may be mentioned the Eastman Kodak Company, of Rochester, N. Y., the Malta-Vita Pure Food Company, of Battle Creek, Mich.; the Advance Thrasher Works of Battle Creek, Mich., purchasers of the John Abell Thrashing Machine and Agricultural Works. The National Cash Register Company, of Dayton, Ohio, also, is contemplating the erection of a factory here, while the Force Food Company, of Buffalo, N. Y., intends spending \$100,000 on buildings in Toronto. Another cereal company will establish a plant at Peterboro, Ontario.

#### CEMENT.

In the Province of Ontario, there is a large and increasing demand for cement. Notwithstanding the enlarged production here, during the past two or three years, much foreign cement is being imported into this country, the greater part of it from the United States. In this connection, the director of mines for this Province recommends a careful examination of the marl beds of Ontario and a study of the processes of manufacture, etc., with a view to developing the home industry.

#### PEAT.

The recent coal strike and the consequent scarcity and high price of coal have served to awaken interest in the practicability of utilizing peat as a fuel. Peat is found in great quantities in Canada. Quebec is rich in the product. A recent article in one of the Toronto trade journals contained the following, relative to the extent of peat in Canada, the efforts to put it on the market, etc.:

We do not need to cite the 160 square miles of peat said to exist on the Anticosti Island, or even the thousands of acres in the seigniories of Isle Verte and Riviere Ouelle in Quebec or east of the Rimouski River. There are great quantities of peat near the River Richelieu; and a quarter of a century ago, the Grand Trunk Railway locomotives burned thousands of tons per annum produced at St. Hubert or St. John's in the eastern townships, and there is plenty of it at Lanoraie and Lavaltrie on the north shore, near Montreal. But Ontario possesses rich beds of peat. Beginning with Gloucester Township, close to Ottawa, where the deposit is known as La Mer Bleue, and coming west to Victoria County, we find good peat bogs near Beaverton; plenty around Orangeville and farther toward Georgian Bay; deposits near Stratford, and the well-known peat bogs of Welland near the Niagara River.

True, the peat industries of 1874 and thereafter did not prove markedly successful. At least they declined or were abandoned, as coal, both hard and soft, grew more easy to procure. But it is very likely true that the machinery used in those days to prepare peat for market was faulty. And the question just now is one of an alternative or subsidiary fuel, to be available in a time of scarcity or dearness of coal. Much money has been sunk in trying to produce and sell merchantable peat in Ontario as well as in Quebec. Still, it is possible that the right method has not been reached by previous experimenters. We have heard of a process to be used this winter by a

Mr. Spencer, of Stratford, which is greatly lauded, but seems to promise too much. Another peat enterprise, that of Mr. Dobson, at or near Beaverton, Ont., commends itself more to us. This man has been experimenting for some years and produces briquettes of peat, sold for two or three winters at \$4 per ton on track, and burned in various towns, including Beaverton and Toronto, at a cost ranging from \$4 to \$4.75 per ton. His machine, his own invention, is described to us as the best suited for the purpose of any yet tried.

Those who have used peat briquettes in their houses tell us that they are satisfactory and convenient as fuel for grate or kitchen stove, but do not at all compare with coal for furnace use. Of course, the difference in heat units of the two substances is to be borne in mind, for the heating power of peat is, we are told, to that of coal as 54 to 72. This means that 12 tons of coal will give as much heat as 16 tons of peat. With coal scarce and dear, with wood increasing in price as fuel, there remain gas, which must go up as coal does, and peat, to be considered as heat makers. If Canada is not to remain a handmaiden to the United States, it behooves her to make sensible and economical use of her own resources in this as in other directions.

#### BET SUGAR.

The growth of the beet-sugar industry in Ontario has been such that the business now seems to have passed from the experimental stage and can henceforth be considered as being on a permanent footing.

At the recent Toronto exhibition, held in September, the Ontario government had an exhibit of this industry which attracted considerable attention. It included a beet-sugar farm in miniature, showing the beets in the various stages of their growth and the product at its maturity.

The following shows the advancement in the beet industry during the past two years:

#### *Results of experiments.*

Year.	Tons per acre.	Per cwt. of sugar in beet.	Purity.
1900.....	16.6	14.4	86.3
1901.....	17.2	15.6	87.5

#### *Development of industry in Ontario.*

Year.	Acres under cultivation. <sup>a</sup>	Factories.
1900.....	600	.....
1901.....	4,800	.....
1902.....	20,000	4

<sup>a</sup> Estimated.

Estimated value of 1902 crop, \$1,000,000.

Those in a position to know, feel that the future of sugar-beet raising in Ontario is assured, and that it opens the door for a large and constantly increasing sale of the proper tools and machinery to plant, cultivate, and harvest the crop. Herein lies an opportunity for United States manufacturers and dealers in machinery.

#### MINES AND MINING.

While farming and lumbering have for a long time been regarded as the chief industries of Ontario, manufacturing now finds a place,

and to this may also be added mining, which of late years has assumed considerable importance. According to the last report of the bureau of mines, the yearly output of minerals and mineral products of Ontario, in point of value, is but little behind the produce of the forest.

The director of mines, in his annual report (1902), says of the progress of the mining industry :

The year 1901 was productive of substantial progress in many branches of the mineral industry, especially in those concerned with iron, copper, and nickel, the three most important products of the metalliferous mines of Ontario. Up to the present time, a very large proportion of the mineral output of the Province has consisted of nonmetallic substances, including building and structural materials, such as stone, brick, lime, etc. The aggregate value of this nonmetalliferous output is growing from year to year, but much more rapid progress is being made in the production of metals, as will be apparent from the tables of production given below. The present ratio of development, if maintained, will soon place the value of metallic minerals, annually produced in the Province, in excess of that of the non-metallic products. The following figures will illustrate this point :

Year.	Total production of minerals.	Metallic output.		Nonmetallic output.	
		Value.	Per cent.	Value.	Per cent.
1898.....	\$7,235,877	\$1,699,002	23	\$5,546,875	77
1899.....	8,416,673	2,055,482	24	6,361,081	76
1900.....	9,298,624	2,565,286	28	6,733,338	72
1901.....	11,831,066	5,016,734	42	6,814,332	58

Thus, while the total production in 1901 as compared with that for 1898 showed an increase in value of \$4,595,209, or 63 per cent, the metallic products increased by \$3,327,732, or 191 per cent, and the proportion of metallic output to the entire value, which in 1898 was 23 per cent, rose in 1900 to 28 per cent, and in 1901 to 42 per cent. As compared with 1900, the gain in the production of metals is about 100 per cent.

Of the metalliferous output in 1901, copper contributed 11 per cent, nickel 37, and pig iron 33; a total of 81 per cent. The yield of gold was 5 per cent of the metallic product, silver 1.6 per cent, iron ore 3.4 per cent, and steel 6 per cent.

Grouping iron ore, pig iron, and steel together, and making no deduction for the ore smelted into pig iron or the pig iron converted into steel, these three products account for about 44 per cent of the metallic output, or about 19 per cent of the gross mineral production for the year. In 1896, the first iron ore was raised and the first pig iron made for many years, so that within five years the iron industry—that industry of prime importance—has made good progress.

In the mining of nickel and copper, too, the advance has been marked. The output of both metals in 1901 was the largest yet reached, and owing to the more extended manipulation to which the nickel-copper mattes of the Sudbury district are now subjected previous to exportation, the product has a much larger value than ever before. Some of the mines of the north shore of Lake Huron, where the ore carries copper only, as distinguished from the pyrrhotite of eastern Algoma and western Nipissing, which contains both copper and nickel, are in a condition promising speedy production on a considerable scale. Indeed, one of them, the Rock Lake mine, where an extensive plant has been installed, has begun the shipment of concentrates to Michigan since the beginning of 1902. There is some prospect of a smelter being erected in the district for treating the product of this and other properties, also likely to become producers ere long.

As the business of mining is carried on almost exclusively by means of joint stock companies, the formation of which under the provisions of the laws of Ontario is neither difficult nor expensive, the number of such companies organized in the Province, and of foreign corporations licensed to do business in Ontario, is to some extent an indication of the interest taken by the general public in mining affairs. That this interest has been well sustained in comparison with 1900 is shown by the fact that 47 companies were incorporated under Ontario laws, with a nominal capital of \$27,716,000, and that 13 companies of foreign origin took out licenses to sell stock and hold real estate in the Province, with a capital of \$12,250,000, the total number of companies being 60, and the aggregate nominal capital \$39,966,000.

It is a somewhat remarkable fact that metalliferous mining in this Province is almost wholly carried on by companies whose share capital is in the hands of people living in Great Britain or the United States. In nickel and copper, it is true without exception; in gold it is all but true, and so also in iron. There is no objection whatever to English and American capital finding employment in our mining industry; on the contrary, capital is the industry's crying need, and is made heartily welcome from whatever source it comes, neither sentiment nor the laws of the country discriminating between funds of home and funds of foreign origin. But in this, the formative stage of the business, it is a matter for regret that the people of Ontario invest so little money in legitimate mining enterprises in their own Province, and are allowing the control of what promises to be one of the most important factors in the country's development to pass into the hands of others.

## IMPORTS FROM THE UNITED STATES.

Notwithstanding the tendency toward home manufacture, and the efforts being made by Canadians to supply the country's demand as far as possible, the importations continue to increase, and the United States, as heretofore, stands far in the lead of the countries of supply. The importations into Canada from the United States for the twelve months ended June 30, 1902, were valued at \$120,809,956. Those for the same period in 1901 were valued at \$110,443,008, or an increase for 1902 of \$10,300,000. These importations cover almost all classes of goods produced in the United States.

The following is an unrevised statement showing the kinds and values of goods imported from the United States into Canada for the twelve months ended June 30, 1901 and 1902:

Articles.	1901.		1902.	
	Dutiable.	Free.	Dutiable.	Free.
Animals, living .....	\$624,252	\$127,796	\$1,064,310	\$257,361
Books, periodicals, and other printed matter .....	790,827	345,363	823,067	355,008
<b>Breadstuffs:</b>				
Arrowroot, biscuits, macaroni, rice, flour, etc. ....	202,561	3,783	325,329	4,328
Rice, cleaned and uncleaned .....	5,538		8,165	
Grain and grain products—				
Corn .....	162,677	6,484,181	286,993	2,480,307
Wheat flour .....	145,492		144,714	
All other, n. e. s. ....	427,980	328	455,020	1,281
<b>Total .....</b>	<b>944,238</b>	<b>6,488,292</b>	<b>1,220,221</b>	<b>2,486,006</b>
<b>Bricks, tiles, clays, and manufactures of .....</b>	<b>108,902</b>	<b>447,665</b>	<b>141,440</b>	<b>366,856</b>
Carpets and squares, mats, rugs .....	21,137		27,024	
Carriages, carts, wagons, etc., bicycles .....	157,802		87,696	
Other carriages, carts, etc. ....	875,574		1,200,096	
Cement .....	231,068		588,525	
Clocks, watches, etc. ....	685,177		774,004	
Coal, coke, and coal dust .....	5,148,459	8,551,321	5,860,034	7,797,713
Cocoa beans, nlbs, paste, chocolate, and other preparations of cocoa .....	123,623	56,065	130,301	32,006
Coffee, all kinds, and extracts and imitations of, including chicory .....	138,310		126,373	607
Cordage, rope, twine, and manufactures of .....	95,315	1,015,674	109,045	1,668,583
Cotton, and manufactures of .....	1,462,675	5,148,970	1,608,869	6,044,810
Curtains, made up, trimmed or untrimmed .....	55,443		68,885	
Drugs, dyes, chemicals, and medicines .....	765,061	1,917,792	772,875	8,262,331
Earthenware, China, and granite ware .....	161,805		242,055	
Electric apparatus .....	904,629		1,549,794	
Fancy articles .....	362,026		390,150	
Fisheries, articles for use of .....	12,197	321,205	18,146	333,681
Fish and fish products, n. e. s. ....	407,870	7,333	475,560	1,113
Flax, hemp, jute, and manufactures of .....	74,799	376,296	84,265	745,500
Fruits .....	1,771,035	667,224	1,940,484	805,205
Furs and skins, and manufactures of .....	149,719	822,687	178,579	996,554
Glass, and manufactures of .....	538,692		526,134	
Gloves and mits, all kinds .....	37,926		55,500	
Grease, all kinds .....	28,917	338,949	27,206	361,735
Gunpowder and other explosives .....	186,970		279,794	
Gutta-percha, caoutchouc, India rubber, and manufactures of .....	432,649	1,969,474	521,963	1,628,205

Articles.	1901.		1902.	
	Dutiable.	Free.	Dutiable.	Free.
Hats, caps, bonnets, and materials for same.....	\$738, 708	\$168, 808	\$858, 964	\$169, 548
Hides and skins, other than fur, including pelts.....	2, 435, 420	2, 435, 420	2, 174, 764	2, 174, 764
Jewelry.....	422, 146	518, 794	518, 794	518, 794
Leather, and manufactures of:				
Boots and shoes.....	616, 849	665, 716	665, 716	665, 716
Other leather, etc., n. e. s.....	832, 413	803, 166	803, 166	803, 166
Metals and minerals, and manufactures of:				
Brass.....	389, 215	380, 318	428, 876	511, 846
Copper.....	148, 914	909, 985	139, 411	1, 255, 224
Gold and silver.....	236, 350	241, 947	241, 947	241, 947
Iron and steel.....	16, 054, 273	7, 056, 379	18, 086, 592	6, 527, 894
Lead.....	113, 013	1, 124	69, 927	9, 021
Tin.....	108, 607	498, 888	98, 214	494, 742
Other metals and minerals.....	716, 873	566, 032	868, 843	489, 628
Total.....	17, 767, 245	9, 407, 226	19, 913, 810	9, 288, 727
Musical instruments.....	306, 459	318, 922	318, 922	23, 792
Oils:				
Mineral oils.....	844, 445	1, 151	971, 951	3, 159
Animal and vegetable oil, including fish oil.....	581, 636	99, 984	730, 415	104, 604
Oillcloth.....	77, 291	80, 709	80, 709	80, 709
Optical, philosophical, photographic, and mathematical instruments.....	173, 956	21, 438	185, 438	44, 631
Paintings, drawings, engravings, prints, and building plans.....	148, 743	232, 995	195, 146	183, 181
Paints and colors.....	386, 773	52, 773	502, 390	60, 008
Paper, and manufactures of.....	1, 320, 346	4	1, 471, 779	840
Pickles, sauces, and catenaps.....	77, 183	83, 485	83, 485	83, 485
Precious stones of all kinds, and imitations of.....	19, 888	75, 639	14, 122	79, 306
Provisions—Butter, cheese, eggs and lard.....	660, 992	2, 558	523, 441	3, 416
Meats:				
Bacon and hams.....	713, 704	635, 483	635, 483	635, 483
Pork, barreled in brine.....	437, 102	561, 414	561, 414	561, 414
Other meats, n. e. s.....	442, 864	460, 499	460, 499	460, 499
Rags.....	133, 075	91, 759	91, 759	91, 759
Salt.....	88, 373	10, 940	88, 928	13, 618
Seeds and bulbous roots.....	517, 047	689, 113	380, 012	1, 743, 580
Settlers' effects.....	2, 915, 603	2, 915, 603	2, 915, 603	3, 751, 303
Silk, and manufactures of.....	255, 740	277, 139	248, 691	346, 246
Soap.....	204, 816	284, 200	284, 200	284, 200
Spirits and wines.....	49, 182	45, 688	45, 688	45, 688
Sugar, molasses, etc.:				
Sugar.....	515, 810	608, 417	608, 417	608, 417
Molasses.....	246, 645	349	163, 479	360
Sugar candy, confectionery, etc., including maple sugar and maple sirup.....	225, 956	183, 363	183, 363	183, 363
Tea.....	20, 752	58, 394	58, 394	58, 394
Tobacco, and manufactures of.....	72, 596	1, 720, 589	94, 613	1, 919, 916
Turpentine, spirits of.....	308, 251	311, 767	311, 767	311, 767
Vegetables.....	370, 419	333, 496	333, 496	333, 496
Wood, and manufactures of:				
Furniture.....	402, 253	441, 889	441, 889	441, 889
Other wood, and manufactures of, n. e. s.....	842, 865	3, 388, 882	963, 068	4, 248, 462
Wool, and manufactures of:				
Wool, raw.....	365, 641	398, 289	354, 598	221, 525
Other wool and manufactures of, n. e. s.....	26, 206	30, 646	30, 646	30, 646
All other articles, n. e. s.....	5, 314, 835	2, 841, 034	5, 513, 702	3, 919, 247
Total imports (mdse).....	53, 606, 806	53, 501, 813	60, 186, 484	54, 561, 118
Coin and bullion.....	3, 335, 683	3, 335, 683	3, 335, 683	6, 062, 354
Grand total imports.....	53, 606, 806	56, 836, 996	60, 186, 484	60, 623, 472

The products of the farms and factories of Canada and of the United States are almost identical; hence the demand in the two countries is for goods of practically the same kind. It would therefore be difficult to particularize the wares that find sale here; there is hardly a line of goods produced and sold in the United States that is not consumed in Canada. In many, if not all, lines of manufacture, as well as in farm products, the United States article now finds more or less competition from Canadian goods. In many instances, this competition is so feeble as to be of comparatively little moment. On the other hand, a high tariff on many natural and manufactured articles seeking entrance



to Canadian markets has had the effect of stimulating home industries, and Canadian factories, many of them established by United States capital, have been successful in displacing to a considerable extent goods from across the border.

#### PROPOSED TARIFF CHANGES.

Many manufacturers in Canada are strongly advocating higher duties on certain products, and the tariff question is much discussed in the press and on the platform.

There seems to be a general desire in Canada for reciprocal trade relations with the United States, and much complaint is uttered of existing conditions, which, Canadians say, are all in favor of the United States. On the other hand, there is a large element, composed of dealers and the consuming public, which would strongly oppose any radical increase in tariff rates. It may be said, furthermore, that there is wide divergence of views among the leaders of each of the two great political parties on the question of the tariff, so that, while the preponderance of sentiment may be on the side of protective rates, there is no indication that it will, in the near future, bring about a change in the Government policy to the extent of a revision of the existing schedule.

#### GENERAL REMARKS.

The trade conditions throughout the Dominion are satisfactory. All lines of manufacture are fairly well employed and crop conditions are favorable. The shipping interests are planning for an increased export trade. The railways are likewise sanguine of an enlarged traffic and are putting into execution plans for increased facilities for meeting the extra demands.

It is stated that the Grand Trunk Railway system is putting \$1,000,000 worth of new rolling stock into Canada. The flow of immigration into the Northwestern Territories, with the added needs that this new population will bring, has in itself given an impetus to manufacturing and railway business. Indeed, all lines of industry are counting considerably on increased trade, by reason of the thousands of new families that are taking up homesteads in that great farming section of the Dominion.

Briefly stated, the business future of Canada, and especially that of Ontario, promises well. That the producers of the United States will partake of the benefits of this prosperous era in the country lying at our doors, is unquestioned. In this, individual effort and enterprise will count for much. A careful study of the conditions here, together with the employment of proper business methods in seeking Canadian trade, can not but bring its reward.

EDWIN N. GUNSAULUS, *Consul.*

TORONTO, *October 25, 1902.*

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#### PRINCE EDWARD ISLAND.

Trade conditions in this Province remain substantially the same as last year. As is well known, there are no manufactories of impor-

tance on this island, and its products are almost wholly those of agriculture and the fisheries. During the past year, agricultural products were good and advanced prices were obtained. Large shipments of potatoes were made to the United States and to neighboring Provinces. A good portion of the butter, eggs, and oats was shipped to England. The value of the fisheries last year was \$1,050,623.

#### DAIRYING FOR 1901.

The following figures show the condition of this industry:

Total number of factories .....	44
Gross value of cheese manufactured .....	\$320,521.75
Gross value of butter manufactured .....	\$119,974.87

#### TRADE.

I am unable to procure statistics from the local collector of customs, these now being compiled at Ottawa. The imports cover all classes of goods manufactured in the United States, with the exception of woolens, which are mostly imported from England. I would advise our manufacturers to canvass this trade more thoroughly.

#### COMMERCIAL LICENSE.

Commercial travelers are subject to a tax of \$20 annually.

#### RAILWAYS.

During the past year, the management of the Prince Edward Island Railway has expended large sums in the improvement of this road in all its branches. One hundred and eighty-five thousand passengers have been carried. The cars are manufactured at the company's shops, but many of the interior fittings are imported from the United States.

#### LABOR AND COST OF LIVING.

The wages of labor and the cost of living have increased fully 25 per cent.

DELMAR J. VAIL, *Consul.*

CHARLOTTETOWN, *November 4, 1902.*

#### QUEBEC.

#### GASPE BASIN.

Very little change has taken place in the business of this consular district since my last annual report, except in the manufacturing of lumber. New mills are being built in several parts of this district for making shingles and long lumber, and all the available timber in this section has been secured by the merchants. About all of the long lumber, such as deals, is shipped to the European markets, and short lumber, such as shingles (the best quality) to the United States.

## PETROLEUM.

This business has been practically at a standstill during the past year; the company that has been carrying on the business here for the past thirteen years has about decided that this is not an oil-bearing country.

## BAY OF CHALEURS RAILWAY.

This is now in operation from New Carlisle to Metapedia, at which place it connects with the Intercolonial Railway. At this writing, there is a force of over 200 men at work on the extension from New Carlisle to Paspebiac, a distance of 3 miles. It is intended to extend this road to Gaspé Basin.

## NAVIGATION.

One American steamer, also 1 schooner, entered and cleared with cargoes during the past year, and 4 American steam yachts called.

This port (Gaspé) was opened to navigation this spring on the 16th of April, and was closed on the 16th of December, 1901.

## TRADE.

*Imports from the United States into the consular district at Gaspé Basin for the fiscal year ended June 30, 1902.*

Articles.	Value.	Articles.	Value.
Agricultural implements .....	\$4,968.00	Pitch, rosin, and tar .....	\$964.00
Bell .....	50.00	Paints and varnish .....	2,654.00
Beef (salted, in barrels) .....	892.00	Pork .....	5,771.00
Corn meal .....	1,290.00	Petroleum .....	2,900.00
Coal (anthracite) .....	6,904.25	Settlers' effects .....	1,421.00
Canned meats .....	500.00	Sundries .....	905.00
Flour .....	2,105.00		
General goods .....	784.60	Total in United States gold .....	40,072.01
Iron and machinery .....	1,423.16	Total for preceding year .....	62,909.00
Lard .....	964.25		
Linseed oil .....	96.14	Decrease .....	22,837.90
Nets and twine .....	6,578.61		

*Declared exports from the consular district of Gaspé Basin to the United States during the fiscal year ended June 30, 1902.*

Articles.	Value.	Articles.	Value.
Bicycle .....	\$15.00	Lumber, manufactured:	
Codfish, dry .....	270.00	Shingles, cedar .....	\$37,809.21
Codfish, pickled .....	8.00	Ship knees .....	290.00
Cod oil .....	7,489.54	Sea grass .....	1,138.00
Capelin, dried .....	1.00	Personal effects .....	75.66
Fishing trawl .....	3.50	Potatoes .....	2,250.15
Herring, pickled .....	4.00		
Lobsters, canned .....	3,324.00	Total in United States gold .....	80,338.94
Lumber, manufactured:		Total for preceding year .....	100,950.87
Boards, spruce .....	181.65	Decrease .....	20,611.93
Laths, spruce .....	1,458.60		
Railway ties, cedar .....	26,040.63		

ALMAR F. DICKSON, *Consul.*

GASPE BASIN, August 13, 1902.

**MONTREAL.****CUSTOMS.**

The collector of customs at this port declares that last year's work was the heaviest in the history of Montreal. Speaking of the expansion of trade, the collector said:

The year in which I entered the service, 1895, the revenue of the port barely touched \$6,000,000; and in the two succeeding years the enlargement was not very considerable. In 1897 the upward trend set in; last year we topped the \$9,000,000 mark, and this year our collections have reached the unprecedented sum of \$10,041,762.

There is another aspect of the figures not without interest, namely, the relation of the commerce of Montreal to that of the whole Dominion, as exhibited by the customs returns. The total customs revenue of Canada in the year ended June 30 will be in round figures \$32,000,000, of which this port contributes \$10,000,000, or upward of 31 per cent. In other words, about one-third of the import trade of Canada is centered in Montreal, and about one-half of it passes through this port.

There is no doubt that the English purchases of supplies for the South African war had much to do with last year's increase of trade. Yet traffic during the present season has been exceptionally large—greater according to custom-house reports than ever before. The only falling off has been in the export of cereals. This is attributed to the high prices which have prevailed in this country and the United States.

The total amount of duties paid here during the twelve months ended June 30, last, was \$10,090,508; in the previous twelve months, \$18,971,685.60. During the month of June, 1902, the amount collected was \$1,025,975.29, as compared with \$769,467.14 in June last year, an increase of \$256,508.15. The complete figures in detail for both fiscal years follow:

	1901-2.	1900-1901.		1901-2.	1900-1901.
July .....	\$984,410.82	\$987,432.63	February .....	\$756,082.61	\$794,333.12
August .....	906,535.69	824,086.50	March .....	792,779.76	768,122.38
September .....	795,689.14	738,024.21	April .....	730,384.81	613,704.39
October .....	868,471.64	690,342.26	May .....	824,018.67	734,207.93
November .....	758,598.22	769,383.07	June .....	1,025,975.29	769,467.14
December .....	839,191.02	640,942.72			
January .....	819,421.06	706,686.36	Total .....	10,090,508.00	8,971,685.60

**EXPORTS.**

The following table of exports from the port of Montreal, from the opening of navigation to the 12th of July, is from figures compiled by the Montreal Board of Trade:

Article.	1902.	1901.
Wheat.....bushels..	6,819,667	5,197,735
Corn.....do.....	58,150	2,985,308
Peas.....do.....	191,108	328,494
Oats.....do.....	591,759	1,804,203
Barley.....do.....	65,445	605,240
Rye.....do.....	276,167	430,893
Butter.....boxes..	123,741	103,060
Cheese.....do.....	520,250	394,308

## AMERICAN CORN.

One of the staple exports from Montreal has for years been American corn. Last year, this crop was short, and what corn there is commands a price that is far above its export value. From the opening of navigation to the 12th of July last, there was shipped from the port of Montreal a total of 58,000 bushels of corn, as compared with 2,985,000 bushels for a corresponding period last year.

## OATS.

The falling off in the export of oats was also large, the total being 591,000 bushels, as compared with 1,804,000 bushels last year.

## WHEAT.

In the export of wheat, however, Montreal has particularly distinguished itself. So far, the present season, the exports via Montreal have aggregated 6,819,000 bushels, as compared with 5,197,000 bushels for corresponding dates last year. This increase is mainly accounted for by the fact that the wheat going forward is the Manitoba article. Owing to the shortage of cars last autumn, it was found utterly impossible to get this Manitoba wheat to Fort William before the close of lake and canal navigation, the consequence being that it remained over in the elevators and in the farmers' hands until last spring, when it came out over the Canadian inland waterways instead of going to Buffalo, which would have been the case had it been moved out last autumn.

## BUTTER AND CHEESE.

The Montreal Board of Trade returns indicate a growing trade in both butter and cheese. From the opening of navigation until the 12th of July last, there was shipped abroad from this port 123,000 packages of butter, as compared with 103,000 packages for the same period last year.

In cheese, the proportionate increase is much greater. There was shipped this year from the opening of navigation until July 12—only two months—520,000 boxes of cheese, as compared with 394,000 for the same period last year.

The market in England for Canadian cheese and butter has been excellent, and there is every indication that the present will prove a banner year in the history of the trade. There was also a large demand for butter in the United States.

## HAY.

While 1901 was a record year for the hay exporters of Canada, owing chiefly to the peculiar conditions of the market abroad, combined with the South African war, 1902 does not promise so well. So far, the shipments have not been nearly so large and the market on the other side is reported to be in anything but a satisfactory condition. There has been a big crop of hay in England and upon the Continent, and this is being drawn upon in place of the orders coming to Canada.

## STEEL.

Montreal is fast becoming a great importing and distributing center for steel, which comes from Great Britain and Germany. The German business has recently assumed large proportions, and at present five vessels are in the service from Rotterdam to Montreal. These ships depend for their cargoes almost entirely on German steel, which is consigned to Montreal for distribution to New York, Boston, Philadelphia, and other United States centers. The agent of the Rotterdam-Montreal line says that German steel is being imported into Canada and the United States in largely increasing consignments, and apparently there is no end to the demand on this continent. The steel comes both in billets and in the manufactured form—wheel tires, axles, plates, steel rails, structural steel, etc. Recently, these steamers brought 25,000 tons for the Canadian Pacific and 2,200 tons for the Mackenzie-Mann road in Cape Breton. Last year alone, hundreds of thousands of tons of German steel were imported. The only difficulty is to place the orders, as the German mills have more work than they can attend to.

## ELECTRICAL DEVELOPMENT.

The development in all electrical lines is extraordinary. Montreal is sending large shipments of these goods to western Canada. The Northern Electric and Manufacturing Company, employing over 400 hands, has been forced to enlarge its plant and increase its force 25 per cent. The Shawinigan Water and Power Company's offer to light the channel between this port and Quebec is, it is understood, now being considered by the minister of public works. The companies supplying electricity state that their customers have increased by at least 15 per cent over last year. The new electric-power station of the Montreal Light, Heat, and Power Company is completed and is supplying voltage. This is said to be the most up-to-date power house on the continent, and has four of the largest transformers in the world.

## DREDGING.

The work of deepening the St. Lawrence between Montreal and Quebec is going ahead rapidly, no less than seven dredges being engaged. The dredge *Tarte*, recently built, in a day's work of ten hours removed 38,500 yards of material, including stones weighing 200 pounds.

## REVENUE AND EXPENDITURE.

The growth of Montreal during the last thirty-three years is strikingly shown in a table of statistics recently published by an ex-mayor of the city. The table shows that the value of taxable property has increased from \$39,174,120 in 1868 to \$150,479,863 in 1901. Still more striking is the fact that nearly \$86,000,000 of this increase has been made since 1880 and \$48,500,000 since 1890.

In the same period, the municipal debt has also naturally increased—it was \$5,157,386 in 1868, and \$28,047,346 in 1901. Of this latter amount, over \$16,000,000 has been added since 1880 and over \$12,000,000 since 1890.

The net debt, which was \$4,787,461 in 1868, was \$26,854,137 in 1901. The increase in the net debt per capita is from \$46.86 in 1868 to \$100.64 in 1901, and the ratio of debt to valuation of taxable property increased from 12.2 in 1868 to 17.8 in 1901.

The net annual revenue has increased from \$778,288 in 1868 to \$3,433,235 in 1901. A large portion of this increase has taken place in recent years. Thus, during the last decade, the city's net revenue has increased by nearly \$1,000,000 a year.

The figures quoted indicate a very substantial and rapid growth, and justify the people of Montreal in having great confidence in the future of their city.

The ex-mayor incidentally calls attention to the increase in the value of property exempt from taxation, and suggests as a reasonable compromise between the widely different views existing upon this vexed question that all land in the city should be taxed, but that church edifices, charitable and other institutions, solely dependent upon popular subscriptions, should be exempt. Commercial institutions, or those carrying on enterprises from which an income is derived, should, it is suggested, be expected to contribute something in return for the benefits they receive from the civic administration and its services. The solution of the exemption problem will, I imagine, be found in some such compromise as suggested. The exemptions, which in 1868 amounted to \$6,017,800, in 1901 had reached \$38,254,130, about \$2,000,000 being added in the last two years. It will be found, however, that most of the increase is represented by increased valuations by the assessors, and largely in property belonging to the city itself or the government.

A voluminous and well-arranged report of the financial affairs of the city up to the end of last year, which comprises both the city treasurer's and the city auditor's departments, has just been published. From the different statements made therein, the financial position of Montreal must be considered good.

The revenue from all sources in 1901 reached the large sum of \$3,433,235, an increase over that of 1899 (on which the appropriations for 1902 were based) of \$438,960, by which amount the annual appropriations for 1903 may be increased.

There are some striking features. For instance, there is a table showing that in 1901, the large sum of over \$100,000 was paid for damages to citizens and property, allowed either by the courts or by private settlements. These damages appear to have been caused chiefly by flooding of cellars, owing to imperfect drains or from falls on imperfect sidewalks. This is not by any means a new feature in these annual reports, but the measure of it is constantly growing.

From statistics furnished by the building inspector, it is ascertained that over \$3,000,000 worth of new buildings will be erected this year.

#### THE PUBLIC HEALTH.

While Montreal ought to be one of the healthiest cities in the world, vital statistics show that it is one of the most unhealthy. This is largely owing to insanitary conditions, to the general neglect of the people in some quarters of the city to keep their homes clean, and to the fact, that in the sections alluded to, the cooking is bad.

## CONTAGIOUS DISEASES.

The following table shows the principal cases of contagious diseases occurring in the different wards:

Wards.	Diphtheria.	Scarlatina.	Typhoid.	Smallpox.	Total.
St. Anne	53	136	57	3	261
St. Antoine	100	270	146	13	591
St. Denis	14	21	18		104
St. Gabriel	72	77	53	2	217
St. James	47	80	75		247
St. Jean Baptiste	57	109	48		345
St. Louis	68	150	70	2	367
St. Lawrence	75	166	83	2	370
St. Marys	29	86	72	1	222
Hochelaga	5	17	13	1	57
Center	1	1	3		5
East	1	2	8		12
West	1	2	1		4
Total	528	1,107	647	24	2,802

## SCHOOLS.

There are no free schools here such as exist in the United States. There is a school tax levied to aid them, and the taxpayer has the right to designate whether his portion of the tax shall go to the Catholic schools or to the Protestant schools. This tax, however, is not sufficient to support the schools, and pupils must pay a certain amount per month. The provincial legislature fixes the school tax for Montreal at the rate of  $2\frac{1}{2}$  mills per annum on all real estate. The total amount raised for school purposes in this city was, for the year ended June 30 last, \$335,440.96. The Catholic school commissioners obtained \$145,803.67 from Catholic school supporters direct, while their share of the neutral receipts was \$35,184.49, making a total revenue of \$180,988.16.

Protestant school supporters contributed \$142,170.94, while the Protestant school commissioners' share of the neutral receipts was only \$12,281.90, making a total revenue of \$154,452.80.

## RAILWAY FRANCHISE.

The franchise given to the Montreal Street Railway Company by the city is a profitable one to the municipality. The agreement provides:

The company shall pay to the city annually from the 1st of September, 1892, upon the total amount of its gross earnings, arising from the whole operation of its road, the following percentages: Four per cent of its gross earnings up to \$1,000,000; 6 per cent of its gross earnings from \$1,000,000 to \$1,500,000; 8 per cent of its gross earnings from \$1,500,000 to \$2,000,000; 10 per cent of its gross earnings from \$2,000,000 to \$2,500,000; 12 per cent of its gross earnings from \$2,500,000 to \$3,000,000; 15 per cent of its gross earnings from \$3,000,000.

The said company shall render quarterly a true and just statement of the whole of its gross earnings, and allow proper inspection of all books, accounts, returns, and vouchers for the purpose of checking and verifying such accounts by the city treasurer and auditor; such accounts to be rendered and to date from September 1, 1892, and to take place every three months.

The statements rendered by the company of its gross earnings shall be accompanied by a statutory declaration, to be made by the president, vice-president, treasurer, or other authorized officer of the company, verifying the correctness thereof.



The company's total earnings for the current year were \$1,811,196.72. The following percentages were paid the city:

4 per cent on \$1,000,000 .....	\$40,000.00
6 per cent on \$500,000 .....	30,000.00
8 per cent on \$311,196.72 .....	24,895.74
Total.....	94,895.74

#### THE SHOE TRADE.

The shoe trade is enjoying a period of activity that appears to give promise of continuing. Its volume is, if anything, larger than that of last year, and prices all round are better sustained.

A feature of the moment is the increasing use of Canadian leathers in the finest lines. This means that Canadians are gaining ground in leather manufacture as well as in shoemaking. There are not nearly as many foreign goods coming into Canada as during last year.

#### THE LEATHER MARKET.

The leather market has undergone very little change during the season. The trade has quite a number of orders in hand for export. I quote the following prices:

	Cents.
No. 2 manufacturers' sole .....	24-25
No. 1.....	26-27
Jobbers' sole.....	27-28
Slaughter sole.....	28-29
Grained upper.....	14-16
Waxed upper.....	32-35
Buff.....	11-12½
Splits:	
Ontario.....	19-21
Quebec.....	15-16
Pebble.....	per foot.. 10-25
Sheepskins.....	do.... 5-8
Calfskins.....	do.... 16-23
Patent kid.....	do.... 30-35
Patent cow.....	do.... 16
Chrome patent calf.....	do.... 30-35

#### THE COTTON INDUSTRY.

The Canadian cotton mills up to a year ago were very prosperous. Now, they are complaining that cheap labor in Great Britain and the preferential tariff in favor of that country is killing the industry here, and the mill owners ask for a 35 per cent duty on white cotton.

#### THE WOOLEN INDUSTRY.

Canadian woolen mills are also suffering from the preferential tariff. The importations from Great Britain last year greatly increased, and the woolen manufacturers of this country feel that they can not compete with goods of British make and are demanding protection for their products.

## THE BRUSH TRADE.

The import trade of Canada in brushes has increased by over 83 per cent during the past five years. The following table gives the imports from the different countries during 1901 and five years ago:

Country.	1901.	1897.
Great Britain .....	\$16,082	\$12,294
Austria-Hungary .....	3,029	8,480
France .....	67,972	31,091
Germany.....	26,632	45,861
Japan .....	1,537	2,568
United States .....	76,025	38,792
Other countries .....	76	72
Total.....	191,808	104,158

The largest increase, it will be noticed, is in the imports from France—118 per cent. Next in order comes the United States, with an increase of over 90 per cent. The Canadian customs tariff on brushes is 25 per cent, which, it is claimed by the manufacturers here, is not sufficient, especially in view of the competition of the cheaper makes of European brushes.

## NEW CUSTOMS REGULATIONS.

In order to facilitate the customs entry of goods imported from the United States into Canada, shippers are advised by the customs department that waybills should give full information regarding the name and address of consignee, and the marks, numbers, and description of the packages. Where goods are shipped in bulk, the number of pieces, bundles, or bushels, etc., is required. In the case of agricultural implements, the number and description of each class of implement is to be stated, except when packed in cases, crates, or other containers, when the number and description of such packages should be stated. It is important that waybills show the required information, in order that the carrier may furnish the reports required to be made at the customs-house, and prepare manifests for transporting the goods in bond. It is necessary also that invoices from the exporter in the United States (and elsewhere) to the importer in Canada (which are usually sent by mail) shall show the whole and actual value of the goods, with the quantity and description thereof, and the marks and numbers on the packages in such a manner as to indicate truly the quantities and values of the articles comprised in each exportation package, the packages to be legibly marked and numbered on the outside when of such character as to enable such marks and numbers to be placed thereon.

People who sell goods to Canada should be more careful in packing. Much complaint is made by buyers that goods do not correspond with the orders.

JOHN L. BITTINGER,  
*Consul-General.*

MONTREAL, *September 30, 1902.*

## QUEBEC.

## ST. LAWRENCE BRIDGE.

The stone piers of the bridge over the St. Lawrence River, about 6 miles above this city, have been finished during the past season, and the steel and iron work is now being erected. The promoters expect that within two years, cars will be crossing the bridge.

## TRANSCANADIAN RAILWAY.

The Trans-Canadian Railway, which is a continuation of the Lake St. John Railway, from Roberval to James Bay, and thence west to Port Simpson on the Pacific Ocean, is attracting considerable attention here. It is expected this line will be energetically pushed forward to completion. It will tap an immense, well-timbered territory, rich in mines of gold, iron, copper, and coal, and bring the inexhaustible fisheries of Hudson Bay within reach of a market. The premier of this Province reports that the government has been offered \$1.50 an acre for 25,000,000 acres of this land.

## COAL.

I am informed by reliable coal dealers that, on account of the strike in Pennsylvania, they have been unable to get the usual amount of anthracite coal from the United States. In 1901, they received 45,000 tons, and this year only 15,000 tons. It is estimated that about half of the shortage of 30,000 tons has been made good by imports of Welsh anthracite and by bituminous coal and firewood.

WM. W. HENRY, *Consul*.

QUEBEC, *December 13, 1902.*

## RIMOUSKI.

This consular district has shown remarkable progress during the fiscal year ended June 30, 1902. Many small shingle mills have been built, and, with those already erected, have run to their full capacity, on account of the high price of shingles.

At Riviere-du-Loup, the largest town in this district, the Fraserville Pulp Company—20 tons daily capacity—commenced to turn out pulp during the year. The stock of this company is controlled in Scotland. The Riviere-du-Loup Pulp Company, Limited, has a fine mill of 40 tons capacity per day, which will start before November 1, 1902. The machinery for this mill is largely American. The stock of this company is controlled at Toronto, Ontario.

The St. Lawrence Furniture Company commenced work in May, 1902, and is running full time, employing 75 men.

At Rimouski, Price Bros. & Co.'s steam sawmill, that started in July, 1901, has drawn a large number of people to the town and given them employment in building wharves and dams, as well as in the mill. Many houses have been erected, and the company now has foundations finished for 16. Near the long government wharf, 2 miles below the

town, the firm has established large piling and assorting yards for lumber sawed at the mills at Amqui, or purchased from small mills along the railroad. This lumber was formerly shipped from New Brunswick ports. Handling it and lightering to ships give employment to quite a number of men.

The Price-Porritt Pulp and Paper Company is erecting a pulp mill, with a daily capacity of 25 tons, on a waterfall 2 miles above the town. There is a fall of 59 feet, and if it develops power enough in the dry season, a paper mill will be added.

The International Sea Moss Company has purchased a plant from the former operator, and provided additional facilities for storing and pressing sea grass. It has cut about 400 tons. This has to be cut when the tide is out, loaded on scows, brought ashore, carted to the fields, and left long enough for the rain and dew to take the salt out of it. It requires a large tract of land to dry it, and from 15 to 25 days to get it in first-class shape. From 100 tons of green grass, only 12 to 15 tons of dry are produced. It has to be cut in the months of July, August, and September, as before that it is not long enough, and after September the days are too short and the weather too cold.

The bishop has built a residence here costing \$50,000, and an addition to the church costing as much more. At Pointe au Pere, 5 miles below, the government is building a long and expensive wharf. To protect it from the ice and sea, it has to be made very solid. This gives employment to a large number of men and teams.

The Metis Lumber Company's largest shingle mill in the district was burned June 29, but has been rebuilt, and commenced to ship the 1st of this month.

On the north shore of the St. Lawrence, at Seven Islands, a large pulp industry is being started, and many laborers have gone from here. It is the intention to build a town. There is a mail only once a month, carried by dogs. There are no roads, and in winter the people are cut off by ice.

On account of the scarcity of labor here, Price Bros. & Co., to secure a stock of logs for the coming season, have made an arrangement with Swedish contractors to bring help from Sweden.

The following wages prevail:

Occupation.	Formerly.	Now.
Sea grass cutters.....Monthly.....	\$18.00 to \$20.00	\$29.00 to \$40.00
Shingle sawyers.....Per M.....	.14	.15
Shingle bunchers.....do.....	.08	.10
Labor around yards, etc.....Dally.....	.90	1.00
Labor in sawmill.....do.....	1.00	1.10
Labor in bush at this season.....do.....	.60 to .65	.75 to .80
Labor in bush, winter (boasted).....Monthly.....	16.00 to 18.00	20.00 to 22.00

Forty-five per cent of the shingles from the mill here was disposed of in Canada, as well as a large percentage from the mill at Price.

This consular district ships to the United States about one-third of the whole quantity of shingles exported, and more than nine-tenths of the sea grass. The exports of this district increased last year from \$343,056 to \$502,244.

CHARLES A. BOARDMAN, *Commercial Agent.*

RIMOUSKI, *October 22, 1902.*

## ST. JOHNS.

There has been no industrial change in this consulate since 1901, and any report I might make could only be a repetition of my last one, which I infer the Department would not consider desirable.

The imports and exports are about the same as last year.

CHARLES DEAL, *Consul*.

ST. JOHNS, *October 28, 1902.*

## SHERBROOKE.

The population of Sherbrooke has increased to 12,000 in the past year, and its industries and commerce have rapidly progressed. Many and important changes have been accomplished; old buildings have disappeared to make room for more modern structures.

Among the new buildings are the following: St. Peter's Church and chapel, the Stanstead and Sherbrooke Mutual Fire Insurance Company Block, the Whiting Block, and the New Sherbrooke House, a modern brick hotel with over 100 rooms. The old city hall was demolished, the market moved and adjoining property expropriated by the city, and all this land is now made into a public square, called Strathcona Square, in honor of Lord Strathcona, who donated a portion of the land; on this square are to be erected in the near future, a new city hall, and the Carnegie library building.

The merchants of the city in all lines of business have had a prosperous year; the country people within a radius of 50 miles come here to buy their supplies. There have been few failures among the traders.

## COPPER SMELTER.

A smelter, for the purpose of smelting copper ores, is projected. There are numerous copper properties in this vicinity, practically undeveloped—it is claimed on account of a lack of smelting facilities—which will be opened up and worked, if this smelter is erected. The promoters of this enterprise are confident that it will be built.

## EXPORTS.

The declared exports from this consulate for the year ended June 30, 1902, amounted to \$936,981.24, and are shown in the following table:

American goods returned....	\$70,666.49	Lumber, manufactured—continued:	
Animals:		Shingles .....	151.20
Cattle .....	15,524.50	Lumber, rough .....	8,669.66
Horses .....	7,290.00	Looms .....	190.00
Sheep .....	24,860.00	Mercury (fulminate of) .....	36,904.21
Asbestos .....	610,740.60	Potatoes .....	496.00
Bark (hemlock) .....	1,817.00	Pulp wood .....	690.00
Bones .....	108.00	Scrap steel .....	6,330.00
Chrome ore .....	8,314.00	Steam coal .....	792.04
Copper ore .....	3,445.40	Sulphur ore .....	45,542.05
Copper matte .....	23,237.84	Team of immigrant .....	152.00
Effects, personal .....	15,585.00	Tobacco cuttings .....	229.53
Gun .....	20.00	Turntable .....	200.00
Hard wood .....	120.75	Sulphate soda .....	601.79
Hides .....	19,786.32	Water wheel .....	500.00
Lumber (manufactured):		Woolen tweeds .....	15,473.01
Cedar ties .....	6,981.70		
Clapboards .....	8,728.00	Total .....	936,981.24
Spruce boards .....	2,834.15		

The declared exports from the consular agency at Cookshire for the year ended June 30, 1902, amounted to \$230,735.93, and are shown below:

Animals:		Wood, and manufactures of—	
Cattle .....	\$1,765.50	continued:	
Sheep .....	87,075.31	Logs .....	282.00
Fur skins .....	150.40	Lumber .....	23,313.60
Hay .....	135.00	Poles, telegraph .....	309.90
Household effects .....	1,425.00	Pulp (unbleached chemical) ..	44,091.77
Maple sugar .....	9.00	Pulp wood .....	38,279.00
Wood, and manufactures of:		Shingles .....	338.50
Clapboards .....	32,999.95		
Laths .....	561.00	Total .....	230,735.93

The declared exports from the consular agency at Megantic for the year ended June 30, 1902, amounted to \$82,489.65, and are shown in the following table:

Beef, dressed .....	\$249.32	Pulp .....	3,535.83
Clapboards .....	7,652.00	Pulp wood .....	14,155.00
Cattle .....	806.00	Shingles, cedar .....	2,801.15
Emigrants' effects .....	916.00	Sheep under 1 year old .....	1,272.95
Hay .....	3,574.49	Straw .....	84.16
Hides .....	13.75	Sleigh (1) .....	7.00
Laths .....	1,369.50		
Lumber, rough .....	45,877.00	Total .....	82,489.65
Potatoes .....	175.50		

It will be noticed from the above tables, that while the exports from Cookshire and Megantic are about the same as in the previous year, those from Sherbrooke have increased from \$625,609.69 for 1901 to \$936,981.24 for 1902.

It is impossible to give the statistics of the imports at this port, because the tabulations are now all made at Ottawa, and the figures can not be obtained here.

#### WAGES.

There has been no notable change in the price paid for labor during the year. The rates are:

Occupation.	Compensation.
Laborers, per day .....	\$1.25 to \$2.00
Domestic servants, per month .....	8.00 to 12.00
Mechanics, per day .....	2.00 to 3.50
Clerks, bookkeepers, per month .....	30.00 to 75.00

#### TRANSPORTATION.

The transportation facilities of this city are furnished by the Boston and Maine Railroad, the Quebec Central Railway, the Grand Trunk Railway, and the Canadian Pacific Railway. A greater number of passenger trains have been furnished during the summer months over the Boston and Maine Railroad and the Quebec Central Railway than ever before, to accommodate the summer travel between New York City and Quebec, passengers being carried between these two points without a change of cars.

Freight and passenger rates are about the same as those prevailing on all New England railroads.

## COMMERCIAL LICENSES—EXCHANGE.

Commercial licenses are not required.

The rate of exchange is one-eighth of 1 per cent; United States money passes at par with Canadian currency.

## MINES.

The past year has been a prosperous one for the mining industries in this district. The Eustis and Capelton Copper Mines have been worked all the year, employing about 300 men; many new copper properties are being operated in a limited way, and much prospecting has been done.

With a smelter erected at Sherbrooke, a great impetus would be given to the copper mining industry in this district and many mines now idle would become good producers.

## ASBESTOS.

Asbestos mining has made great progress. The export returns of this office show that asbestos valued at \$341,541.25 was shipped during the year ended June 30, 1901, while the export returns for the year ended June 30, 1902, show the total quantity shipped to be worth \$610,740.60. The demand has resulted in the opening of several new mines and has greatly increased the output of the old ones.

## LUMBER.

Good prices have prevailed for all kinds of lumber. The exports to the United States have not been quite as heavy as last year, though the demand has been good. Last winter's cut was curtailed somewhat by the early disappearance of the snow, and therefore there is not as large a quantity of lumber on the market as there was a year ago. Extensive preparations for this winter's lumbering are now in progress, and a larger cut may be expected.

## UNITED STATES GOODS.

There is a good demand for American shoes and farming machinery. The sales of these two classes of goods are advancing from year to year. There has been quite a large increase in the sale of mowing and harvesting machines. United States salesmen of these goods have been on the ground, and with local assistants, who were familiar with the people, have covered the whole territory, introduced and sold their machines. This is the only way to successfully sell American goods in Canada.

PAUL LANG, *Consul*.

SHERBROOKE, *October 10, 1902.*

## NEWFOUNDLAND.

This is the oldest of the existing British colonies, and one of the earliest settled portions of the American continent. Almost from its discovery by Cabot in 1497, it has been renowned for its fisheries, which have been prosecuted so assiduously down to the present day that its inland resources have been comparatively neglected. Agriculture in but its most primitive forms is followed, and only within the past decade have lumbering and mining attained any development.

For over two hundred years, there has been a very close and direct intercourse between Newfoundland and New England, due to the fishing on the Grand Banks, in which both participate. This has been the means of promoting extensive trade connections with New England cities. Should the reciprocity arrangement which Premier Bond, of Newfoundland, has been negotiating, come into force, this trade will be very substantially augmented. Even as it is, there is a steady and growing commerce between the colony and the United States. Despite the proximity to Canada and the comparative remoteness of the Republic, the latter is undoubtedly bettering her trade position here, as the following comparative statement for the fiscal years ended on June 30, 1901, and June 30, 1902, will show:

Description.	1900-1901.	1901-2.
Total imports .....	7,476,502	7,826,385
Imports from Great Britain .....	2,328,621	2,238,506
Imports from Canada .....	2,489,499	2,609,155
Imports from United States .....	2,658,465	2,978,724
Total exports .....	8,359,978	9,562,524
Exports to Great Britain .....	1,831,941	2,104,982
Exports to Canada .....	711,746	1,046,109
Exports to United States .....	884,068	1,207,461

Each of these countries supplies, roughly, one-third of Newfoundland's imports, but Canada has made the smallest and the United States the largest increase during the past decennial period. The imports from the United States will be seen to have increased 25 per cent in the past year.

## POPULATION.

The population of the island, according to the census completed in December, 1901, was 217,037, and that of Labrador—a dependency of Newfoundland—3,947, making a total of 220,984. The census of 1891 gave the figures as 197,934 and 4,106, a total of 202,040. This represents an increase of over 9 per cent, a result which compares favorably with that disclosed by Canada's census, in spite of the fact that there is no immigration into the island. Most remarkable, however, is the increase of population on the portion of the seaboard known as the "French Shore," where it has grown 30 per cent, a fact which is the most conclusive testimony to the natural resources of that region, notwithstanding the disadvantages from which it suffers through international complications.



## ECONOMIC CONDITIONS.

The population is essentially a maritime one, and the whole social structure is superimposed upon a basis of fishery needs. Of the total population, 61,000 are directly engaged in fishery pursuits and about 20,000 in the subsidiary industries arising therefrom. St. Johns, the capital, is the only town in the island of any importance; its population is 29,967, and it is the seat of government and location of virtually every organized industrial institution. Elsewhere, all around the coast line, fishing is the general pursuit, save that a few planters (middlemen), shopkeepers, and artisans may do business in lines pertaining to the fisheries. The inhabitants are all scattered round the coast line within sight of the sea, which yields them a subsistence, and except for a lumbering settlement established within five years, the interior is absolutely uninhabited. Twenty years ago, the colony began the construction of a railway to open up this primeval wilderness, and the road—some 640 miles, including branches—has been but recently finished. It has cost nearly \$15,000,000 out of a total debt of \$20,000,000, and while there is a good prospect of its eventually repaying the colony for the outlay, and insuring an abiding prosperity, the result so far has been to involve a high rate of import duties on even the necessities of life, in order to raise a revenue to meet the annual interest and civil charges. Everything has to be imported—provisions, clothing, and industrial equipment—and the average rate of duty is 35 per cent. Salt cod is ceasing to be in as great demand in foreign markets as in the past—owing to the competition of more palatable American foodstuffs—and between the resulting low prices and the high duties, the lot of the wage-earner in this island is by no means as comfortable as it might be.

## LABOR.

The wages of laborers are from 80 cents to \$1 per day of ten hours. Fishermen are paid either by shares or wages. Successful men will sometimes make \$600, but the average is \$300 per year. Tradesmen get from \$1.50 to \$3 a day, school-teachers receive \$150 to \$280 per annum, and clerks in stores, \$400 to \$700. In the past two or three years, there has been a leveling-up in these prices. The opening of mines and sawmills has provided a new avenue of labor for thousands, for the Newfoundlander is adaptable, and can turn his hand to almost any form of manual industry. The establishment of the steel works in Cape Breton also made an opening for labor.

## FISHERY STATISTICS.

No data have been compiled to show the actual annual catch of cod. The local consumption is not taken into account; the export quantity alone is recorded. As already stated, 61,000 people are employed in the fisheries. The chief branches are given below:

*Cod.*—This fishery is prosecuted, in open boats, with hooks and lines; in larger skiffs, with nets called traps; in deeper water, in schooners, with long cables containing many hooks and known as "traps" on the Grand Banks; and along the dreary coast line of Labrador, with all the above appliances. It begins in the spring, when the storms permit, and lasts until the autumn, when severe weather again prevails. The industry is a most arduous and dangerous one,

the rewards being very inadequate for the hardship endured. This autumn the prices are very low, the foreign markets are congested, and the situation is depressing. Cod oil shares in this effect, and the fisherman's catch is worth about 15 per cent less this year than last.

*Herring.*—This fishery was prosecuted on a very large scale last winter and gave a splendid yield. The bulk of this trade is with the United States. The fish are caught at Bay of Islands and Bonne Bay in November and December, and carried away, salted. From Christmas to March, after the west coast is blocked by the ice, the fish are found in the Placentia and Fortune Bays, on the south coast, and are loaded in bulk, frozen in the cold winter air.

*Lobsters.*—This industry is declining, owing to overfishing. There is virtually no export of fresh lobsters; the tinned article alone is sent out.

*Salmon.*—This industry, too, is declining from the same cause. A small business is being worked up on the west coast in the export of fresh salmon; but the bulk of it goes out, salted, in tierces.

*Seal.*—This fishery, which occupies March and April of each year, yielded this season 291,000 seals, weighing 6,474 tons of skin and fat, valued at \$802,000. It employs 20 steamers and 4,000 men; the latter divide among them one-third of the catch, the shipowners taking the remainder. The steamers cruise among the northern ice floes in search of the seals, and the men have to go abroad upon these treacherous plains to hunt the quarry. The work is extremely hazardous, disasters are frequent, and only the strongest can stand the exposure, discomfort, and poor fare which are incident to the voyage. Last spring, the men went on strike for better terms and the ships could not sail. The men's demands had to be acceded to.

*Whale.*—The whale industry is a new one, first started in 1898. The whales around the coast are hunted by fast steamers, which fire harpoons at them from a small cannon. The base of the harpoon carries an explosive, which becomes operative when the spear pierces the whale's body and tears in pieces the fish's intestines; and it soon perishes. It is then towed to land, and at a factory is cut up and the oil and bone extracted. The residue is converted into guano. The industry is regulated by a legislative enactment recently passed. Every operator must take out a license. This costs \$1,500; it gives him an exclusive right to 50 miles of coast, with 1 factory and 1 steamer. There are now 5 factories, and others may follow. The product of this young industry for the last fiscal year was \$125,000.

The following are the quantities and values of the fishery exports to the United States during the fiscal year ended June 30, 1902:

Kind.	Quantity.	Value.	
Codfish.....	a quintals..	32, 261	\$145, 007
Cod oil.....	tuns.	2, 837	218, 528
Cod-liver oil.....	gallons..	665	839
Herring:			
Frozen.....	barrels..	21, 210	49, 732
Salted.....	do.	68, 643	122, 800
Salmon:			
Fresh.....	pounds..	15, 575	1, 540
Salted.....	barrels..	1, 175	20, 462
Seal skins.....	pieces..	186, 664	129, 271
Seal oil.....	tuns..	879	88, 848
Whale oil.....	do.	48	4, 136
Lobsters.....	cases..	208	2, 507

a Quintal equals 12 pounds.

## COLD STORAGE.

Owing to the inability to profitably dispose of fishery products as in the past, new methods are being proposed, and cold storage is foremost. The legislature at its last session voted \$5,000 for experimental work in this direction, and a progressive policy is likely to be inaugurated. It is believed that with refrigerator plants here and steamers fitted with cold-storage chambers, plying to Boston and New York, large sales of cod, herring, lobsters, salmon, and trout could be made in the United States. American manufacturers of refrigerator plants would do well to give their attention to this matter, and our capitalists might also find an avenue for profitable investment here. There is an enactment on the colonial statute book whereby the government agrees to guarantee for five years 5 per cent interest on \$150,000 worth of stock in any cold-storage company that may operate locally, under certain conditions.

## AGRICULTURE.

This industry is not extensively prosecuted. Almost every fisherman raises his own vegetables—potatoes, turnips, cabbages, etc.—and there are farming settlements near St. Johns where there is a ready market for their produce. But the supply of agricultural products raised in the island is altogether inadequate to the demand, and large quantities have to be imported, chiefly from Canada.

The climate is responsible for this to some extent. It is temperate and equable. In summer, it rarely rises above 80° F., and in winter as rarely falls below zero. Winter begins with December and continues till near April, but both the spring and autumn are prolonged and trying, with almost continuous fogs and rain storms. The eastern coast line, exposed to these fogs and to the Atlantic gales, has not as genial a climate as the western, which fronts on the Gulf of St. Lawrence. The winter is made more arduous by the ice floes, which blockade the west, north, and east coasts from Christmas until April, leaving only the southern seaboard free. This ice and the cold air it causes greatly retard vegetation.

## LUMBER.

The development of the colony's forest wealth has been one of the marked industrial features of late years. Previously, much of the lumber used in the colony was imported; now, the mills are able not only to supply the whole local demand, but to export millions of feet annually. The total cut last year was 43,000,000 feet, and this year it is expected that it will reach 50,000,000 feet. It is mostly pine, and the wood is of a clear, clean quality, not large, but of excellent grade. Spruce is also cut, chiefly for local use. The average value of the material turned out from the mills is \$10 per 1,000 feet, this giving a total of nearly \$500,000. While these figures may seem infinitesimal to outside eyes, it must be remembered that the lumbering industry here is only in its infancy.

Until the railway was built through the island, many of the finest timber areas were inaccessible. Now, these are being cut, and the result is a substantial industrial adjunct. The forest areas of the island are by no means inconsiderable. Of the 42,000 square miles

which compose its total area, 28,000 are covered with a wooded growth and capable either of being used for farming, or being reforested as the lumbermen cut them out. The inlets which strike back into the island from the great bays, the large rivers which eat into the interior in many directions, and the spacious lakes which cover inland areas are all thickly wooded. The Lewis Miller Company, an English concern previously operating in Sweden, has moved its whole plant here, and now cuts 15,000,000 feet annually. Several other lumbering enterprises are also being established.

There should be a fine opening in this island for American lumbermen, St. Johns being within five days from New York by rail or boat. American manufacturers of milling machinery should also find a splendid market for their plants in this colony. Strangely enough, Canada now virtually controls this trade. The reasons given are that most of the lumbermen are Canadians, and naturally buy machinery of the kind used in their own country; that it is harder to get American machinery to the island, and that American dealers will not give the business accommodation which Canadians will.

The first reason has considerable force in it; the second is rather an unfavorable comment upon American enterprise. There is no more difficulty in shipping from the United States than from Canada. Steamers ply to New York as well as to Montreal, and the railroads in both countries have working arrangements. One of the largest suppliers of sawmill outfits is the Robb Engineering Company, of Amherst, a little town in Nova Scotia; and that the product holds its own against the high-class American machines is rather remarkable. Special portions of the machinery, though, are invariably obtained from the United States, band saws from Saginaw, Mich., being a distinctive feature. As regards the third reason, with the banking facilities in the island and the convenience of placing business transactions in their hands, there should be no cause for this complaint.

The extension of the lumber industry to Labrador is a feature of the last year or two. Two mills are now being established there, and the indications are that lumbering will attain considerable dimensions in that peninsula. The lumbermen who operate there will have only four months of the year in which to ship their products, but the timbered areas are said to be very promising.

#### PULP MILLS.

Projects for the manufacture of pulp and paper are freely discussed in the island, but as yet have not reached a practical stage. One pulp mill was established a few years ago at Black River, in Placentia Bay, but the location was an unfavorable one. More recently, however, the leading lumbermen have been planning for pulp works to be established on the extensive areas they hold which are suited to that form of industry. There is general recognition that the island possesses immense areas of spruce and other woods eminently adapted to the manufacture of pulp, and there is also an abundance of lime and pyrites. As I write, two lumbermen are negotiating for the establishment of pulp factories in the island, and manufacturers of pulp-making machinery in the United States may find that there is a good business to be done in Newfoundland. As the depletion of the United States forests is hastened, and those of Canada are laid under contri-

bution, it must follow that Newfoundland will become the last hope of the pulp maker and consumer. Its geographical situation, its abundant water power, and its cheap labor will enhance the value of its pulp areas. Its nearness to Europe is a great argument in its favor, while the fact that there is a deep-water route from its coast to the Atlantic cities—Boston, New York, Philadelphia, etc.—insures that pulp and paper could be shipped there as easily and cheaply as by rail from the interior States or from Canada.

#### MINING.

The closest observers say that Newfoundland's future is destined to be as a mining country, and certainly the activity in mining matters far exceeds that manifested in any other department of industrial endeavor. The minerals which are of commercial import are copper ore, hematite iron, chrome iron, and pyrites iron. The copper is obtained mainly from Tilt Cove mine, Notre Dame Bay, operated by the Cape Copper Company, of England. It yielded 70,000 tons of sulphuret last year, which carried gold and iron also and gave the company a profit of about \$320,000. The hematite iron is obtained from the mine at Wabana, Bell Island, Conception Bay. The Dominion Steel Company and the Nova Scotia Steel Company work it. Part of the output they use in their smelters at Sydney and New Glasgow, and the remainder they export. They make a profit of 70 cents for every ton they ship.

The pyrites iron is obtained from a mine at Pilley's Island, Notre Dame Bay. It was closed, but is being worked anew, and has not yet reached a large output.

The chrome iron is obtained from a deposit on the west coast near Port au Port, but its working is not extensive. Other deposits of all these minerals have been discovered, but are not yet beyond the prospecting stage, lack of capital and the difficulty of interesting outsiders being the great drawbacks to mineral development in the island.

Two excellent slate quarries are located, one at Britannia Cove, in Trinity Bay, and one at Bay of Islands, and are being operated by Welsh capitalists, who predict great things of them.

The exports of minerals to the United States for the fiscal year ended June 30, 1902, were:

Mineral.	Tons.	Value.
Copper.....	40,914	\$204,570
Hematite (iron) .....	67,060	67,060
Pyrites (iron) .....	9,382	46,912

The mineral exports for the calendar year 1901 were:

	Tons.
Copper ore to—	
Great Britain .....	26,641
United States .....	35,167
Canada .....	540
Hematite iron to—	
Great Britain .....	35,830
Germany .....	213,335
Canada .....	408,617
United States .....	76,860
Hematite pyrites to United States .....	7,532

## MANUFACTORIES.

There are establishments in St. Johns for the manufacture of lines, twines, and nets; for boots and shoes; for stoves and castings; for foundry and iron work; for nails; for tobacco; for soap; for barrels and casks; for butterine, and smaller wares.

In every instance, however, only the rougher grades of these articles are produced here, the finer ones being imported. For instance, cordage: Cotton lines and twines are gradually displacing hempen ones for many classes of fishery work, and these are procured almost wholly from New England. The British hempen cordage is losing ground before the American cotton article, and there is still an opportunity for American manufacturers to enlarge their trade. The same is true of canvas. The American cotton duck is coming into general favor, and its use could be largely increased if the market were more closely cultivated.

*Boots and shoes.*—The cheaper grades were formerly made in Northampton, England, but the local factory has secured that trade. A better class was made in Leeds, but English manufacturers failing to keep abreast of the times, the American article supplanted it, until now the English boot trade is relatively unimportant. Canada does a good business in these lines, but the American trade is on the increase.

*Nails, stoves, and castings.*—The higher-grade articles are imported, the United States securing a fair share of the trade.

*Tobacco.*—One local tobacco factory has done a big trade here for years in producing an article for fishermen's use. A second is now being started. The local industry is protected by a duty of 33 cents per pound and 6 per cent ad valorem on the imported article, but the higher grades, as well as cigars and cigarettes, are imported.

## RAIL AND STEAMER.

Communication with the United States is possible every other day by rail, via Canada, and weekly by steamer, via New York or Philadelphia.

Travelers to the island from United States centers must take train for North Sydney, Cape Breton. Here, the Intercolonial Railway connects with the steamer *Bruce*, which plies on Cabot Strait, the waterway that separates Newfoundland from the continent. This ship crosses on Tuesday, Thursday, and Saturday nights to Port aux Basques, the southwestern extremity of Newfoundland, whence the Newfoundland Railway runs to St. Johns. The trunk line touches the great bays and more populous centers, and connects at convenient points with eight coast steamers which run to every part of the seaboard, one plying to Labrador. There are branch lines of railway to Conception Bay, Burnt Bay, and Placentia. The railway journey across the island occupies twenty-eight hours, and to cross the strait takes eight hours. The time between St. Johns and Boston is four days; New York, five days; Philadelphia, five and one-half days; Chicago, six days.

The Allan line steamers ply fortnightly between St. Johns and Philadelphia between May and December every year. Time of passage, five days.

The Red Cross line steamers, *Rosalind* and *Silvia*, ply weekly between St. Johns and New York all the year round, calling at Halifax, Nova Scotia. Time of passage, five days.

The Black Diamond Line steamers *Bonavista* and *Coban* ply between St. Johns and Montreal between May and December every year, affording an alternative to the rail route between the Western States and this island. Time of passage, six days.

During the period of open navigation, the bulk of the freight is carried by the steamers, owing to the cheaper rates and less frequent handling, with the minimized risk of breakage. In the winter, the railway naturally does the most of the traffic.

#### POSTAL RATES.

Newfoundland, not being a part of the Dominion of Canada, does not enjoy the advantage of the 2-cent postal rate. The postage rates between the United States and Newfoundland are: Letters, 5 cents per half ounce; post cards, 2 cents each; circulars, books, etc., in unsealed envelopes, 1 cent per 2 ounces. American manufacturers and business men almost invariably overlook this fact, with the result that penalty postage is charged at this end and thousands of communications are refused. Much business is undoubtedly lost every year to American advertisers and dealers because of this. A movement is now on foot between the post-office departments of the two countries to make the rate the same as that prevailing for the rest of British North America, and if Washington authorities concede it, the increase in American trade with the island will soon more than compensate for the infinitesimal loss it will involve.

#### COMMERCIAL TRAVELERS.

Commercial travelers are not taxed. Their samples are admitted free, on condition that they are not disposed of without payment of duty. "Commercials" provided with certificates of association membership are allowed a reduced rate over the railway.

The railway is operated by the Reid Newfoundland Company, under a fifty-year lease from the government. The company also operates the coastal steamers under a thirty-year contract. The combined services provide for the whole country's needs in the way of passenger, freight, and mail carriage.

#### TELEGRAPHS.

The telegraph system is partly owned by the government and partly by the Anglo-American Telegraph Company. The latter enjoys a fifty-year monopoly as regards its service, which monopoly will expire in 1904, when the whole of the land lines will probably be secured by the government.

#### TARIFF AND REVENUE.

The revenue is raised almost wholly from duties on imports. The tariff is about 35 per cent on a total import of \$7,000,000, and postal, fishery, and other dues swell the total revenues to \$2,200,000, or \$10 per head of population. There is no discrimination in favor of Great Britain or her colonies, all countries being placed on the same footing.

## BANKS AND CURRENCY.

The Bank of Montreal has branches at St. Johns and Bay of Islands; the Bank of Nova Scotia at St. Johns and Harbor Grace; the Royal Bank of Canada at St. Johns. The government Savings Bank is for deposits only and is not a bank of issue.

The currency consists of the notes of the above banks and gold, silver, and copper coins. "Cash notes," negotiable at the banks, are issued by the government in payment of road work, and Canadian \$1 and \$2 notes are also in common use.

The English sovereign, which rates at \$4.86½, is the standard of value. United States gold pieces are legal tender at their face value. Silver and notes pass current in trade at their face value, but the banks exact a small discount.

GEORGE O. CORNELIUS, *Consul*.

ST. JOHNS, *October 30, 1902.*

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MEXICO.

## UNITED STATES ENTERPRISES IN MEXICO.

Five hundred million dollars gold is, in round figures, the amount of American capital invested in Mexico by 1,117 American companies, firms, and individuals.

This amount has practically all been invested in the past quarter of a century, and about one-half of it has been invested within the past five years.

The impetus given to Mexico's industries by this enormous augmentation of the nation's working capital accounts in no small degree for the great industrial progress which it has made during the past twenty-five years. With Mexico buying 56 per cent of all her imports from the United States and selling 80 per cent of all her exports to the United States, and with this enormous investment of American capital in Mexico, the commercial bond between the sister Republics is one that can hardly be broken. It is one, too, that is constantly growing in strength. The flow of American capital into this Republic has apparently only begun. Each year, Mexico buys more from, and sells more to, the United States. The community of interest is growing daily, and certainly makes for harmony between the two nations.

The statement of the amount of American capital invested in Mexico is made as the result of a year's investigation. I have been assisted by 38 consular officers of the United States in Mexico outside of this city, 5 consular officers of Great Britain and 5 consular officers of Germany in places where the United States has no consular representative, and by a score of well-informed and conservative individuals throughout the Republic.

Every American company, firm, and individual engaged in business independently in Mexico has been asked through some channel to make a return of its or his name, address, business engaged in, and capital employed in the business. Almost without exception, these returns have been cheerfully made. Practically every American in Mexico, or having financial interests in Mexico, whether residing here or not,



has been willing to give the information asked for this report. To this willingness and cooperation the value of the report is chiefly due.

In the following pages are given in detail the names of each independent company, firm, or individual having capital invested in business enterprises in Mexico, their addresses, and the amount of capital estimated as being invested. The names have been arranged under business headings. Each line of business has been classified by States and cities, towns, or districts. In cases where one company, firm, or individual is engaged in more than one line of business, the name and address have been given under each line, with references to the other headings under which they may be found. Where it has been possible to do so, the amount of capital invested by such company, firm, or individual in each separate line of business has been stated. In some cases, it has been impossible to accurately state the amount invested by one company in its several enterprises, and the total capital employed by it has been given under the head of its principal interest, and a list of its other interests given opposite.

Some of the returns were made in Mexican currency and some in United States currency. The whole has been reduced to United States currency, using 125 as the ratio of exchange—that is, considering \$1 in United States currency worth \$2.25 in Mexican currency. The average commercial rate of exchange for the fiscal year ended June 30, 1902, was 125½. For convenience, the fraction was dropped and the rate of 125 adopted.

It should be noted that in some cases, it was impossible to obtain direct returns, and in others, companies have through a misunderstanding stated their authorized capitalization as the amount of capital actually invested. Through lack of time to secure further returns from them, the amount actually invested was estimated. In cases where tangible figures have not been accessible, the amount has not been estimated. For the reasons stated, there are not a few blanks in this column, and it is not to be supposed that in these cases there is very little capital. This is true in some instances, but in others it is known that the firms have large amounts actually invested. It has been impossible to ascertain these figures exactly, and in order not to do any company an injustice, no statement has been made. A most conservative estimate makes the total over \$500,000,000.

There is much talk in the newspapers, and by individuals who have only a superficial knowledge of the subject, of the “fake” American companies, firms, and individuals operating in Mexico. There are, no doubt, many such “fake” concerns, especially among the so-called tropical agricultural companies, but the figures show what a large capital is really invested by American firms in this country.

#### RAILROADS.

Taking up the separate business headings, it is seen that more American capital is invested in the railroads of Mexico than in any other single line—about 70 per cent of the total. In this line, American capital dominates. All of the important railroads in Mexico (except the Interoceanic, which runs between this city and Vera Cruz, and was recently acquired by the Mexican Government; the Mexican Railway, which also runs between this city and Vera Cruz, which is con-

trolled by English capital; and the National Tehuantepec Railway, which is being reconstructed by S. Pearson & Son, of London, under contract with the Mexican Government), are owned by American capital. It must not be forgotten that some of the stock in these railroads is held by others than Americans, but this is comparatively small, and there is no way of ascertaining exactly how much is so held. On the other hand, some of the stock of the Mexican Railway is held by American capital, and no account of this has been taken, for, as in the other case, it is impossible to ascertain exactly how much. It should also be mentioned, that the railroads necessarily operate under Mexican charters or concessions, and in that sense, they are Mexican enterprises; but the capital invested is American capital, and for this report, all American capital invested in Mexico, whether it be chartered under the laws of Mexico or one of the States of the United States, is considered as American capital.

A large amount of American capital has been invested in the railroads of this country within the past two years, the Mexican National Railroad having passed from British to American control, and the Mexican Central, always American, having acquired some short lines which were not owned by American capital. Since the construction of the Mexican Central by Americans, some twenty years ago, United States capital has always been the strongest factor in Mexican railroads, and at present it constitutes about 80 per cent of the total capital invested in railroads in this country. In this, more than anything else, American capital has contributed to the development of Mexico. It can be truthfully said that Mexico owes most of her recent material progress to the building of railroads through her territory. American capital has followed the steel rail, and so has other foreign capital, and native capital as well. Nothing makes for the development of a country so much as railroads. Mexico and the United States are bound together figuratively and literally by bands of steel.

The Mexican Central Railroad represents the largest single American interest in Mexico. The amount, \$158,999,979.45, given as the capital employed, represents what has actually been paid out up to the present time for the construction and equipment of the road. The Mexican National is the next strongest, with a capital invested of \$107,350,000. This entire amount has not actually been spent on the construction and equipment of the road up to date, but it will be within the next year. When the road changed from British to American control, its capital was largely increased for the purpose of changing its gauge from narrow to standard. This change means a heavy expenditure of money, and it is now well under way. It is impossible to ascertain just how much has been expended up to the present date, and the amount given as the capital actually invested includes the amount that is to be expended in the immediate future on construction and equipment. The Mexico, Cuernavaca and Pacific Railway has recently been sold to the Mexican Central, but since the transfer has not as yet been made officially, the road is considered in this report as a separate road.

#### MINING.

Next in importance to the railroads, from the standpoint of American capital invested, is the mining industry. Since the time of Cortes,

mining has been the principal source of Mexico's wealth. The amount invested by Americans in mining in Mexico may be stated, in round figures, at \$80,000,000.

This is a comparatively small percentage of the total amount of capital invested in Mexican mining properties; yet a large amount of this \$80,000,000 is invested in up-to-date mining machinery, which is competently handled, and Mexico's mineral wealth has been greatly increased by this American investment. Mines that were given up years ago and mines that could not be worked at all on account of the low grade of the ores can now be profitably worked by the newer methods, for which Mexico is mostly indebted to Americans. The increased output of Mexican mines, as well as the opening up of new mining districts, is largely due to Americans, both through the improved mining methods and through the development of the country by railroads built by our capital. Thus, taken on the whole, American capital is a stronger factor in Mexico's principal industry than the amount invested indicates on the surface.

From the analysis, it is seen that Sonora has the largest amount of capital invested in any one State of Mexico—\$27,800,000. For the purpose of these comparisons, a rough estimate is made of the value of the capital in cases where it is left blank in the tables. From data obtainable, this general statement may be held to be reliable.

Chihuahua comes next with \$21,000,000. The amount—\$6,000,000—credited to the Federal district does not represent the amount invested within the Federal district, for that is practically nothing, but represents the capital invested in all parts of the Republic by various mining companies having main offices in the City of Mexico. Therefore, the State of Durango ranks third in importance with regard to the amount of American capital invested in its mining industry, with \$6,500,000. Coahuila is next with an even \$6,000,000 of American capital invested.

#### HACIENDAS, RANCHES, AND FARMS.

Agriculture, treated under the heading "Haciendas, ranches, and farms," comes after mining in the amount of American capital invested, with \$28,000,000. Estimates under this heading have been most difficult to make. It is certain that many of the so-called tropical agricultural companies have greatly exaggerated the amounts of capital actually invested by them. Many of them have given their authorized capitalization, running up into the millions, as the amount of capital actually invested, when really the amount of capital paid in is a very small percentage of the authorized capitalization, and the amount invested is still less, perhaps a few thousand dollars. The first cost of virgin land in the tropics of Mexico is very small, say 50 cents to \$1 per acre as a liberal average. Development work is expensive, and some of the older companies have no doubt spent considerable sums in improving their properties, but in a general way the "monthly payment" companies have not invested much in Mexico, however much the small investors may have paid to the promoters for the privilege of holding stock in their companies. Legitimate investments in Mexico may be expected to pay reasonable returns—perhaps a larger percentage of profit than the same amount of money could earn in the United States—but promises of 200 to 500 per cent profit in five or ten years

can be set down as "fakes," pure and simple. Many wealthy Americans and other foreigners, as well as Mexicans, live in Mexico and have their money invested here, being generally well satisfied with 10 to 15 per cent profit. The whole Isthmus of Tehuantepec, and possibly the entire tropical section of Mexico, could be bought by capitalists residing in this city; and if there were any sure 200 per cent investments to be made in that region, they would certainly be taken up by persons on the ground who are thoroughly familiar with the conditions there. The speculative bubble will be pricked one of these days, and the small investors in the United States will have a lot of prettily engraved shares of stock, and some more or less valuable experience to show for the money they have invested. This does Mexico and Americans no good. I am in receipt of an average of ten or more letters each week from persons of small means in the United States, who desire to invest in tropical agricultural companies operating or claiming to operate in Mexico, asking for information and advice concerning such companies and investments. One reply covers the whole ground—that is, first, that rubber culture in Mexico is as yet purely in the experimental stage, and no reliable statistics or information can be given concerning its probability of success. Promises of dividends by companies who propose to engage in the rubber-growing business are purely speculative and theoretical. Other American agricultural companies which propose to raise various tropical products may or may not be successful. Some are successful, but they are comparatively few. It is safe to advise any person not to invest in any enterprise in Mexico without first visiting the country personally and thoroughly investigating the proposition and the local conditions. Persons who have not sufficient capital to do this had better not invest here. A small investment made by a school-teacher or minister or laboring man in the United States in a foreign enterprise, blindly, may be well made, but in nine cases out of ten, the money could be invested to better advantage in the United States.

Another erroneous idea, which seems to be quite common among Americans resident in the United States, is that Mexico is a good place for persons of small means to come to to engage in agricultural or other pursuits. In most cases it is not. As in the case of investments on a small scale in enterprises in Mexico, no person should decide to come here to live and engage in business without first personally visiting the country and thoroughly investigating the local conditions.

While not much can be said in favor of the tropical agricultural companies, there are a great many legitimate agricultural enterprises in Mexico operated by American capital, some very successfully; and there is doubtless a large field here for conservative investments of American capital in this line.

Since it is impossible to estimate with any degree of accuracy the amounts of American capital invested in agricultural enterprises in many of the States, no comparisons by States can be made.

#### MANUFACTORIES AND FOUNDRIES.

Next to railroads, mining, and agriculture, the largest American interest in Mexico is in manufacturing. This is an industry in which it is only beginning to assume importance, and one in which American capital is likely to figure very prominently in the next few years. As

a whole, the industry is as yet in its infancy here, but with a high protective tariff it is a thriving infant, well nourished by liberal encouragement on the part of the Mexican Government. A number of important manufacturing enterprises in which American capital is heavily interested are just starting, or have plants in course of construction, such as the large iron and steel works at Monterey. In the case of manufacturing enterprises, it has been possible to estimate very closely the amount of capital actually employed, as there is necessarily tangible property upon which to base an estimate.

Sinaloa, a State without a railroad and one rarely heard of in the United States, leads the list of Mexican States in regard to the amount of American capital invested in manufacturing enterprises. Most of this is engaged in a few large sugar refineries. The Federal district comes next, with a variety of large and small manufacturing enterprises. Nuevo Leon, whose capital, Monterey, is one of the principal manufacturing centers in the Republic, comes next, with \$2,500,000 of American capital invested in her enterprises.

#### BANKS, TRUST COMPANIES, INVESTMENT COMPANIES, AND MONEY EXCHANGES.

American capital is beginning to assume importance in the banking of Mexico, and this interest is one that is growing rapidly. American methods, which were unknown here a few years ago, have revolutionized banking in this country and placed it on a business rather than a social basis. As yet, the total amount of American capital invested in banking in this country—naturally mainly in this city—is relatively small, but it is a powerful leaven in the loaf, and threatens to become the body of it in the next few years. American capital has recently acquired considerable interests in three of the leading banks of Mexico, namely, the London Bank, the Central Bank, and the International and Mortgage Bank. Two trust companies, in which American capital is mainly interested, have recently started in this city. The two small American banks which are operating here have been thus far very successful, and others are now being started in various cities of the Republic where there are large American interests.

#### OTHER ENTERPRISES.

Next after banks, in the order of the amount of American capital invested, come assay offices and chemical laboratories, ore buyers, ore testers, smelters, and refiners, all closely allied to the mining interest. All of Mexico's large smelters are operated by American capital.

Americans have of late been building many electric-light and power plants, gas plants, waterworks plants, telephone systems, and similar plants. The Mexican Telephone Company, operating the telephone system of this city, and the Mexican Telegraph Company, with a line to Vera Cruz from this city and a cable from Vera Cruz to Galveston, are the largest enterprises of this sort. In addition to building plants for their own operation, Americans are building most of the telegraph and telephone lines and laying most of the cables for native and other foreign companies. American material is being used principally in the construction of electric street-car lines in this and other cities of the Republic.

American contractors, while they do not show a vast amount of invested capital, this being limited to the material needed for current operations, are another strong factor in Mexico's progress. Many of Mexico's cities have recently undertaken or are now planning extensive municipal improvements, and in all of these the American contractor is a conspicuous figure. A large share of the construction work of all kinds, both public and private, now going on throughout the length and breadth of this Republic, is being done by Americans and American capital.

American real estate and building and loan companies are just getting well started here, and they are rapidly changing the old methods of transacting this sort of business. Mexicans, as well as Americans resident here, like the system of buying homes on the installment plan, and these companies are likely to be successful in their undertakings.

Other lines of business in which American capital is interested in Mexico speak for themselves in the body of the directory and the analysis and recapitulations.

#### RECAPITULATION BY STATES.

In the recapitulation showing the amount of American capital invested in each of the several States and Territories of Mexico, a little explanation is needed. The federal district, which practically means the City of Mexico, is credited with \$320,800,000 of American capital invested. It should be understood that all of this capital is not invested in the City of Mexico. Of this amount, \$281,800,000 is credited to the railroads having their main offices in this city. These railroads extend in all parts of the Republic, but it is impossible to credit to each State and Territory its proportionate share of the capital so invested. Another large item is that of mining interests which have their main offices in this city, from which are operated their various properties throughout the Republic. The same is true of other lines.

The State showing the largest amount of American capital invested is Coahuila, with \$48,700,000, but of this amount, \$37,800,000 is credited to the Mexican International Railroad, which is not confined to the limits of that State. The next State in the order of American capital invested is Sonora, with \$37,500,000, of which \$27,800,000 is claimed to be invested in mining enterprises. It is known that some of the amounts claimed by or for certain mining companies operating in that State are greatly exaggerated, and therefore the amount of American capital invested in Sonora is estimated to be very little in excess of the amount credited to the State of Chihuahua, \$31,900,000. Of the total amount credited to Chihuahua, \$21,300,000 is in mining enterprises.

Oaxaca comes next with \$13,600,000, but this amount includes some doubtful tropical agricultural companies, and would be considerably reduced if an accurate estimate could be made. Nuevo Leon, with \$11,400,000, therefore ranks next to Chihuahua with relation to the amount of American capital actually invested. It is not necessary to discuss the remainder of the States and Territories, as the recapitulation speaks for itself.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico.

ARCHITECTS, ENGINEERS, AND CONTRACTORS.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Bird, W. A .....	Architecture and mining .....	\$1,333.33
<b>STATE OF COAHUILA.</b>		
<i>Saltillo.</i>		
Scott Bros .....	Railroad contractors .....	20,444.44
<i>Torreon.</i>		
Fleming & Co., Jno. B .....	Railroad contractors and mine brokers .....	50,000.00
<b>STATE OF COLIMA.</b>		
<i>Manzanillo.</i>		
Smoot, Edgar M., Washington D. C., engaged in construction of Manzanillo Harbor works, including sanitation of surrounding country, railway tracks, equipment, machinery, grounds, and buildings (cost, \$800,000).	Railway and harbor works .....	666,666.66
<b>FEDERAL DISTRICT.</b>		
<i>Mexico City.</i>		
Bell & Semmes, Nuevo Mexico 7 (W. T. Bell and T. J. Semmes).	Railroad and general contracting .....	17,777.77
Campbell, J. Edward, esquina de Liverpool y Dinamarca.	Architects .....	6,666.66
Detwiler Bros. (H. L. and T. M. Detwiler), 2 <sup>a</sup> Dolores 18.	Contractors, stone and general materials for builders, as brick, lime, sand, crushed stone, etc.	8,888.88
Gardner & Shearer. Shops, Primera Humboldt 12; offices, Avenida Juarez 6.	Machinists, electricians, contractors, electrical repairing, and construction.	1,777.77
Grimwood & Higgins, Gante 11 (Grimwood, English; Higgins, American).	Cement pavements .....	3,555.55
Hampson & Smith (J. H. Hampson and D. E. Smith), 3 <sup>a</sup> Avenida Juarez 4, and Guadalajara, Jalisco.	Railroad contractors .....	500,000.00
Hubbard, Chas., 2 <sup>a</sup> Providencia 14 .....	General contractor, doing business in the city of Mexico and Merida, Yucatan.	10,000.00
Johnstone & De Arozarena, Calzada de los Gallos.	Consulting engineers .....	
Ketchum & McLean (Ketchum, American; McLean, Scotch), Primera Independencia 22.	General contracting and building ...	888.88
Larm, C. C., Avenida Madrid 127 .....	Contracting and selling houses, buying real estate, and building houses for sale.	22,222.22
Larm, Lewis, Eliseo 50 .....	Contractor and builder .....	17,777.77
McGavock, W. J. ....	Railroad contracting .....	17,777.77
Mexican Construction and Engineering Co., Limited, Centro Mercantil.	General contracting .....	44,444.44
Mexican National Construction Co., Henry P. Webb, representative, Ortega 28. Company was organized mainly for the purpose of building the Mexican National Railway, and actually constructed a large part of that road; at present it controls and manages two short lines in the States of Zacatecas and Colima.	Railroad operations .....	800,000.00
Moylan, John J. ....	Railroad contracting, etc. ( <i>see also</i> Mining).	88,888.88
Seaman, J., Apo. 666 .....	Builder; specialty, masonry .....	444.44
Staples, W. O., Avenida Juarez 825 .....	Railway construction and mining .....	177,777.77
Whiteside Bros., Cinco de Mayo 17 .....	General contracting: masonry and carpentering.	5,000.00
Zwicker, Julio G., Rebeldes O .....	Architecture and contracting .....	
<i>Tucubaya.</i>		
Kennedy, E. C. ....	Contracting and ranching .....	8,888.88

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## ARCHITECTS, ENGINEERS, AND CONTRACTORS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Fuchs, Ernesto, La Merced 800. Property in lots, \$4,888.88; house and lot, \$7,555.56; other interests, \$3,111.11.	Engineer and architect .....	\$4,444.44
O'Boyle & Foy (M. W. O'Boyle and John H. Foy), Apo. 338; main office, Pittston, Pa.	Contractors; also engaged in mining.	200,000.00
Strange, C. L. ....	Architect and contractor .....	6,666.66
Waddy, W. S. ....	Railroad contractor .....	5,838.33
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Hollingsworth, W. H. ....	Contractor .....	26,666.66
Mackin & Dillon (E. S. Mackin and F. H. Dillon), Apo. 221; branch business and store of sanitary supplies at Saltillo, Coahuila.	Civil engineers and contractors .....	22,222.22
<b>STATE OF OAXACA.</b>		
<i>Tuxtepec.</i>		
Republic Development Co., 822 Park Row Building, New York City; work now under way on "San Silverio el Obispo," Tuxtepec.	Developing plantations .....	50,000.00
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Potosi and Rio Verde Construction Co. ....	(See Railroads and navigation.) .....	
<i>Valles.</i>		
Warburton, James H. ....	Contracting and commissions .....	13,338.33
<b>STATE OF TAMAULIPAS.</b>		
<i>Tampico.</i>		
Geiger, H. O.; has Mexican Government contract for channelling branches of Panuco River.	Dredging rivers .....	22,222.22
Hopps, R. W. ....	Contractor and builder .....	8,888.88
Missouri Valley Bridge Co.; A. J. Tullock, president, Atchison, Kans.; building Government dock at Tampico.	.....	66,666.66
Shillaber, Chas. E., Chicago, Ill.; building canal under contract with Mexican Government between Tampico and Tuxpan; probable cost of work, \$666,666.66; invested to date.	.....	15,555.55
<b>STATE OF VERA CRUZ.</b>		
Remington, W. H., room 30, N. P. Building, Tacoma, Wash.; has contract with Mexican Government for dredging and opening up River Tamuin and parts of Panuco; invested to date.	.....	6,666.66
<i>Cordova.</i>		
Midland Bridge Co., The, Henry Freygang and Albert A. Trocon, proprietors, 662 Gibraltar Building, Kansas City, Mo.; at present constructing steel bridges for Vera Cruz and Pacific Railroad; amount of contract, \$1,000,000; invested.	.....	50,000.00
<i>Jicaltepec.</i>		
Butler & Downham; machinery installed for preparing coffee; Mr. Meyer, of American Tobacco Co., backer of enterprise.	.....	22,222.22



*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

ARCHITECTS, ENGINEERS, AND CONTRACTORS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF VERA CRUZ—continued.</b>		
<i>Jaltipan.</i>		
Harriman, Frederic C., owner of real estate, lands of Jaltipan 40 actions partially developed, valued at \$18,000; house, lots, etc., \$2,222.22.	Civil engineer and contractor.....	\$20,222.22
Kirby-Smith, Edmund.....	Contracting and engineering .....	17,777.77
<i>Vera Cruz.</i>		
Buckner & Houston, Apo. 76 or care of Vera Cruz and Pacific Railroad.	Contractors.....	20,000.00
	Total .....	3,050,110.93

ASSAY OFFICES AND CHEMICAL LABORATORIES, ORE BUYERS, ORE TESTERS, SMELTERS, AND REFINERS.

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Pratt, William A.....	Assay office and chemical laboratory.	\$1,500.00
Wardman, G. B.....	do.....	8,000.00
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Goldscmidt, A.....	Assaying .....	444.44
<i>Parral.</i>		
Flanagan, Thomas.....	(See Physicians and Surgeons.).....	
Flynn, James F., Apo. 853.....	Ore buyer. (See Mining.).....	
Parral Milling Co.....	Lixiviation and concentration .....	250,000.00
<b>STATE OF DURANGO.</b>		
<i>Guanacevi.</i>		
Austin and Knotts (J. W. Austin and and E. E. Knotts), proprietors of Anita custom mill for the milling of custom ores by the amalgamation process, \$28,883.88 in buildings and machinery, \$13,333.33 working capital.		42,222.21
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Smelting and Refining Co., J. J. Seligman, representative, San Agustín 7; 71 Broadway, New York City, ore-buying agency at Bachuca, Hidalgo, \$40,815.10; ore-buying agency, Jimenez, Chihuahua, \$4,668.01; ore-buying agency, Chihuahua, Chihuahua, \$15,368.08; agency for custom-house settlements at Ciudad Juarez, Chihuahua, \$80,358.25; ore-buying agency, Parral, Chihuahua, \$27,562.78; smelter at Monterey, Nuevo Leon, \$2,679,320.59 (value of output in 1901, \$5,818,786.48); ore-buying agency at Catorce, San Luis Potosí, \$6,200; ore-buying agency at Hermosillo, Sonora, \$11,277.92; smelter at Aguascalientes (O. F. Westlund, manager), \$3,164,383.28 (value of output in 1901, \$5,297,916.98).		6,029,989.01
Compañia Metalurgica Mexicana .....	(See Mining) .....	
Floyd, P., Laredo, Tex.....	Smelter stock (see also Manufacturing. Real estate and Mining).	4,666.66
Heckelmann and McCann, Primera Independencia 36.	Assayers and chemists; also engaged in silver-lead smelting business in Maconí, Queretaro, and with English company in mining and milling silver-gold ores in Tlacoíula, Oaxaca.	4,444.44

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

**ASSAY OFFICES AND CHEMICAL LABORATORIES, ORE BUYERS, ORE TESTERS, SMELTERS, AND REFINERS—Continued.**

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Heckelmann, McCann & Co., Primera Independencia 36.	Proprietors of ore testing and sampling works.	\$13,333.33
International Co. (Incorporated), H. L. Hollis, president, Rookery building, Chicago, Ill., Walter M. Brodie, vice-president, Angel 6, Apto. 965, City of Mexico.	Organization of mining companies, reduction works, American interest.	50,000.00
National Metal Co., Coliseo Nuevo 4, ore .....	Buyers and wholesale dealers in mining supplies and explosives.	177,777.77
Stanley, Henry M., Primera Independencia 9, altos.	Chemical and assay laboratory.....	1,333.33
<b>STATE OF HIDALGO.</b>		
<i>Pachuca.</i>		
Pachuca Extraction Co., The .....	Concentration of mill tailings.....	35,000.00
<i>Zimapan.</i>		
Zimapan Mining and Smelting Co., 115 Broadway, New York City.	Smelting ( <i>see</i> Mining, and Hacienda-ranches, and farms).	.....
<b>STATE OF GUANAJUATO.</b>		
<i>Guanajuato.</i>		
Dwight Furness Co., The .....	( <i>See</i> Mining) .....	.....
<b>STATE OF JALISCO.</b>		
<i>District of Hostotipaquillo.</i>		
Mexican Ore Reduction Co., The, 323 Phelan Building, San Francisco, Cal., M. H. Mohrdick, secretary, ore-reduction works, under lease to the America Mining Co.	( <i>See</i> Mining) .....	35,000.00
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>Alamo.</i>		
Alamo Mining and Investment Co., Ed. B. Wiggins, manager.	Cyaniding ore.....	4,000.00
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Meehan & Sons, J. ....	Smelting ( <i>see</i> Mining) .....	.....
Monterey Mining, Smelting and Refining Co., The (Limited).	Smelting and refining ( <i>see</i> Mining) ..	.....
Wilson, Newton R. ....	Smelting, mining, and industrial interests.	222,222.22
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>Charcas.</i>		
Palkinham, Edwin J. ....	Ore buying ( <i>see</i> Mining) .....	.....
<i>San Luis Potosi.</i>		
Creveling, J. G., Jr. ....	Ore buying ( <i>see</i> Mining) .....	.....
<b>STATE OF SONORA.</b>		
<i>Santa Rosa, Sahuaripa District.</i>		
Richardson Brothers.....	Ore reduction, quartz mill and lixiviation plant; company also owns Prieto silver mine, near by.	22,222.22
<b>STATE OF ZACATECAS.</b>		
<i>Fresnillo.</i>		
Fresnillo Mining Co., The .....	Treating tailings by lixiviation ( <i>see</i> Mining).	.....

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

ASSAY OFFICES AND CHEMICAL LABORATORIES, ORE BUYERS, ORE TESTERS, SMELTERS, AND REFINERS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF ZACATECAS—continued.</b>		
<i>Nieves.</i>		
Bentley, C. A .....	Lixiviation of ores ( <i>see Mining</i> ).....	.....
Total.....	.....	\$6,947,105.68

ATTORNEYS.

<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Agramonte, C. H. Montgomerie y, Primera Independencia 4.	General patent and trade-mark agency; proprietor and editor of Weekly Anglo-American.	\$5,333.33
Chism, Richard E., Primera Independencia 6....	Mining, patent, and commercial law, proprietor and editor of El Minero, Mexicana, a weekly mining paper.	8,888.88
Hunt, J. L. Starr, Montealegre 20 .....	Lawyer.....	.....
McLaren, W. A., Primera Independencia 36 .....	do.....	.....
Total.....	.....	14,222.21

AUTOMOBILES AND SPORTING GOODS.

<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Mexican Electric Vehicle Co., Primera Humboldt 12.	Sale of automobiles .....	\$50,000.00
Mohler & De Gress, Avenida Juarez 602.....	Bicycles, motors, automobiles, and sporting goods.	17,841.28
Spaulding, Sucr., D. S. (Blanchard B. Kelly), Cadena 23, Apo 274.	Sporting goods .....	30,000.00
Total.....	.....	97,841.28

BANKS, TRUST COMPANIES, INVESTMENT COMPANIES, MONEY EXCHANGES.

<b>STATE OF CHIHUAHUA.</b>		
<i>Paral.</i>		
Long Bros.....	( <i>See Mining</i> ) .....	.....
<b>STATE OF COAHUILA.</b>		
<i>Torreón.</i>		
American Bank of Torreón.....	.....	\$44,444.44
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Bank, corner San Francisco and Gante.	Banking.....	275,555.55
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Banco Central Mexicana, S. A. Esquina de Angel y San Agustín, capital stock \$3,111,111.11, of which the National Park Bank, of New York City, holds.	.....	444,444.44
Banco Internacional é Hipotecario, Cadena 11, H. B. Hollins & Co., Wall and Broad streets, New York City, representatives of American shareholders. Amount of American holdings.	.....	777,777.77

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## BANKS, TRUST COMPANIES, INVESTMENT COMPANIES, MONEY EXCHANGES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Mexican Trust Company Bank, Parker H. Sercombe, vice-president and general manager, Primera San Francisco 5, banking and investments, recently reorganized as the International Bank and Trust Company of America, but not yet operating under that name. Authorized capital, \$10,000,000. Said to be paid in.		
United States Banking Company, S. A., George I. Ham, manager, Gante 1, capital, \$44,444.44, of which about one-half is held by Americans.		\$22,222.22
United States and Mexican Trust Co., D. S. Lander, assistant treasurer and manager, Primera San Francisco 4, trust company business.		200,000.00
<b>STATE OF GUANAJUATO.</b>		
<i>Guanajuato.</i>		
Dwight Furness Co., The .....	Banking (see Mining) .....	
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Kramer, Z., money exchange.....	(See Cigars and tobacco) .....	
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Milmo, P., & Sons, sucrs .....	Bankers .....	1,481,481.48
<b>STATE OF PUEBLA.</b>		
<i>Puebla.</i>		
Sherman & Headen, post-office box 87, city of Puebla. (H. E. Sherman and W. H. Headen).	Bankers and exchange dealers .....	11,111.11
<b>STATE OF SONORA.</b>		
<i>Moctezuma, Moctezuma district.</i>		
Woodward, George E .....	Banking (see Merchandising) .....	
<b>STATE OF VERA CRUZ.</b>		
<i>Coahuacoalcos.</i>		
Mexican Mercantile Co.....	Bankers (see Importers and exporters).	
Total.....		7,219,999.97

## BOOK AND STATIONERY STORES AND NEWS STANDS.

<b>STATE OF CHIHUAHUA.</b>		
<i>Mihuahua.</i>		
Leitch, J. M .....	Stationery.....	\$444.44
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Blake's bookstore, Gante 8 (W. W. Blake, senior partner, H. V. Blake and G. C. Fiske, junior partners).	Books and antiquities; specialty, rare books on Mexico.	7,555.55
Boeck & Co., F. P., Primera San Francisco 12....	Books, stationery, publishing, printing, manufacturing blank books, filing cases, etc.	41,883.38
Sonora News Co., Primera Calle Estaciones 3....	News dealers (see Curio dealers) .....	

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

BOOK AND STATIONERY STORES AND NEWS STANDS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
STATE OF JALISCO. <i>Guadalajara.</i>		
Griggs, Mrs. Stella V .....	News stand and curiosities.....	\$1,111.11
STATE OF VERA CRUZ. <i>Coatzacoalcas.</i>		
Isthmus News Co., The .....	Railway and news dealers .....	2,222.22
<i>Cordoba.</i>		
Tropical News and Commercial Co., The.....	News business (see Wholesale and retail general merchandise).	.....
Total.....		52,666.65

BROKERS, COMMISSION MEN, GENERAL AGENTS.

STATE OF CAMPECHE. <i>Laguna de Terminos.</i>		
Hahn, German .....	General commission and shipping; consular agent of the United States.	\$22,222.22
STATE OF CHIHUAHUA. <i>Chihuahua.</i>		
Anderson, R. (Santa Eulalia district) .....	General commission business .....	30,000.00
Harding & Co., G. C .....	Forwarding and commission.....	2,222.22
<i>Minaca.</i>		
Lawrence, H. B.....	Forwarding and commission.....	11,111.11
STATE OF COAHUILA. <i>Torreón.</i>		
Fleming & Co., Jno. B .....	Mine brokers (see Architects; Engineers; Contractors).	.....
STATE OF DURANGO. <i>Durango.</i>		
Morse, Louis .....	Commission (see Cigars and tobacco).....	.....
FEDERAL DISTRICT. <i>City of Mexico.</i>		
Allis-Chalmers Co., agency, R. E. Briggs, agent, Gante 8.	Manufacturers' machinery; no stock carried.	.....
American Bridge Co., of New York, agency, W. B. Weston, representative, Primera San Francisco 8.	Sale of steel; no stock carried.....	.....
American Steel Hoop Co., agency, W. B. Weston, representative, Primera San Francisco 8.	.....do .....	.....
Babcock & Wilcox Co., agency, Avenida Juárez 7, sale of water-tube boilers and accessories, Julius Pereira, value of office fixtures.	Representative attorney; no stock carried.	3,111.11
Barber Asphalt Co., The, agency, Don Juan Manuel 18, main office, 11 Broadway, New York City.	Laying asphalt pavements in the City of Mexico under municipal contract; over 100,000 square meters (1,070,000 square feet) laid.	.....
Blumenthal, Tobe, Centro Mercantil 3, representing the National Glass Co., of Pittsburgh, Pa. Only samples carried.	Manufacturers' agent .....	1,111.11
Briggs Co., R. E., S. A., Gante 8.....	Commission .....	3,333.33
Brunswick Balke-Colender Co., The, Puente de Alvarado 4.	Sale of billiard tables, bar fixtures, and refrigerators.	66,666.65
California Powder Works, P. J. Nolan, general agent, Nuevo Mexico 7.	Dynamite and general explosives, stock carried in Mexico.	66,666.65

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## BROKERS, COMMISSION MEN, GENERAL AGENTS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
California Vigorit Powder Co., Henry Mel, agent, San Juan de Letran 13. Main office San Francisco, Cal.	Dynamite, stock carried in Mexico ..	\$22,222.22
Carnegie Steel Co., W. B. Weston, general representative, Primera San Francisco 8.	Sale of steel, agency.....	
Crittenden, William J., Cadena 17, Apo 2027.	Wholesale lumber and commission ..	
Davis Coal and Coke Co., agency, Primera San Francisco 12. Capital employed in Mexico is principally in outstanding accounts.	Coal and coke.....	40,000.00
Dingey & Woods, Guillermo C. Dingey, British; Cortlandt S. Woods, American; San Juan de Letran 5, Apo 2198.	Importation of machinery for mines, mills, irrigation, etc.; also formation of companies for development of same; commission business.	
Fundicion Mexicana de Tipos (Mexican Type Foundry), 4 <sup>a</sup> Providencia 1.	Printers' material and supplies, representing principal type foundries in the United States and Mexico.	155,555.55
Gestfelde, Theo., Alcaiceria 27.....	Mercantile agency .....	
Gray, W. C., Gante 6, representing James Lefel & Co., Springfield, Ohio, The Cheney Bigelow Wire Works, Springfield, Mass., Piqua Trolley Car Co., Piqua, Ohio, National Supply Co., Pittsburg, Pa., Hobart Electric Manufacturing Co., Troy, Ohio, Racine Fire Engine and Motor Co., Milwaukee, Wis., Salem Iron Works, Salem, N. C., Contractors' Plant Manufacturing Co., Buffalo, N. Y., Texas Disc Plow Co., Dallas, Tex., Downie Pump Co., Downieville, Pa., Woolley Foundry Machine Works, Anderson, Ind.	Manufacturers' agent .....	
Heuer & Co., suc'r, E. (E. Heuer), Alcaiceria 27..	General commissions (see Importers and Exporters).....	
Heyser, M. R., Zuleta 8, Apo. 2045 .....	Commission merchant.....	1,777.77
Hogg & Co., F., Patoni 7, Apo. 2181.....	Advertising and commission agents ..	
Hutchison, Isaac M., Avenida Juarez 404 .....	Railway supplies and equipment, locomotives, electric cars, machinery, pneumatic tools.	26,666.66
Illinois Steel Co., of Chicago, Ill., agency W. B. Weston, general representative, Primera San Francisco 8.	Sale of steel (no stock carried) .....	
Ingersoll-Sergeant Drill Co., The, branch sales office of New York house, Juan Cuyas, manager, Dolores 20. No capital employed in Mexico, save for current operations and expenses.	Sale of mining machinery.....	
Kendrick, Carlos A., San Juan de Letran 54.....	Commission, sale of lamps, glassware woven-wire fencing, incandescent gasoline lamps and accessories, etc.	4,444.44
Kilvert, Maxwell A., Ortega 28, representing Penn Steel Co., of Philadelphia, Pa., Q. & C. Co., of Chicago, Ill., and Railroad Supply Co., of Chicago, Ill.	Agent for railroad supplies.....	
Leeper & Co., E. D. (E. D. Leeper and S. A. Gilbert, jr.), Gante 2.	Hardware brokers, commission basis .....	
Lohse, James C., Cadena 14 .....	Machinery agent.....	
McLaughlin Co., M. A., branch of McLaughlin Electric Belt Co., Coliseo Viejo 11 or 114.		
Mexican Mining and Development Co., Pte. San Francisco 14.	Mining, real estate, and general brokerage.	
Milliken Brothers, Primera Independencia 4; main office 11 Broadway, New York City; Warren Garrett, local manager.	Agency, structural steel.....	
Moler, Wm. G., Primera Independencia 36, representative of the Kelly-Springfield Road Roller Co. and Consolidated Rubber Tire Co.	Agency for sale of road rollers and rubber tires .....	
Morris Cold Car and Storage Co., J. C. Mordough, president, Primera San Francisco 4, and Kansas City, Mo.; nominal capital.	Refrigerator cars and cold storage experimenting .....	
National Biscuit Co., Emilio Arner, representative, Zuleta 9, wholesale agency for Mexico, consisting of office, sample department, and warehouse; agency recently established.		4,444.44
National Steel Co., agency, W. B. Weston, representative, Primera San Francisco 8.	Sale of steel (no stock carried).....	

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

**BROKERS, COMMISSION MEN, GENERAL AGENTS—Continued.**

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Morris & Co., W. W., Victoria 11.....	Cattle commission and general commission business.	.....
Olmsted, Loring, Primera Fresno 1514, Apo. 693..	Commissions, collection and credit agency.	\$1,333.33
Pennock, W. B., Escalerillas 17, Apo. 575, representative of Union Iron Works, general commission business.	Agent for mining machinery and mines.	4,444.44
Potter, G. T., San Juan de Letran 8, Apo. 467, general sales agent and vice-president of Mexican Gulf Coal and Transportation Co.	Importer of coal and coke.....	.....
Roeder, Phillip G., 2 <sup>a</sup> Independencia 8, Apo. 2125, specialties saw mills, steam plants, wood and metal working machinery, cast-iron pipe and fittings, and industrial machinery in general.	Industrial machinery and cast-iron pipe.	4,444.44
Schmidt, Arthur, Gante 10, representative of G. H. Mumm & Co., champagne; Roskam, Gerstley & Co., whiskeys.	Manufacturers' agent.....	2,222.22
Slack, Alfred M., Primera Independencia 4, Apo. 2132, representing Tyler Rubber Co., J. Ellwood Lee Co., J. M. Maris y Cia., J. C. Ayer Co., Gerstendorfer Bros., Fred. Stearns & Co., Bing-hamton Oil Refining Co., Tower Manufacturing Co., Church, Dwight & Co., National Starch Co.; New York City address, 201 West 122d street; samples only, no stock.	Commission agent.....	.....
Thiel Detective Service Co., The, J. L. Jeans, manager, Equitable Life Assurance Building, Vergara 4, general detective business, has concession from Mexican Government, and is only company of its kind authorized to do business in Mexico.	.....	22,222.22
Trueheart, J. L., Hotel Iturbide.....	Land and mining, agent for Express Publishing Co., of San Antonio, Tex.	11,111.11
Watson & Co., R. N., Gante 10.....	Commission business, handle cement, galvanized and corrugated iron, fire-brick, fire-clay, American lumber, and box shooks.	666.66
<b>STATE OF GUANAJUATO.</b>		
<i>Guanajuato.</i>		
Busey Co., The Samuel T. (Samuel T. Busey and William Hyslop), United States manufacturers' agency.	House furnishings and decorations, American furniture, upholstery, etc.	1,333.33
McElhiney & Co., Geo. W. (Geo. W. McElhiney and Geo. W. Bryant) Jardin de la Union, Letra "K."	Agents for mines and general investments.	12,000.00
<b>STATE OF GUERRERO.</b>		
<i>Acapulco.</i>		
Vucanowich, C. L.....	Commission (see Wholesale and retail general merchandise).	.....
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Light, Edward B., consular agent of the United States.	General agency for sale of mines, haciendas, and merchandise, collections, and loans.	2,222.22
<b>STATE OF MICHOACAN.</b>		
<i>Zitacuaro.</i>		
MacNaught, J. A.....	Commission, purchase of metals, principally copper ores, coffee, sugar, and grains.	4,444.44
<b>STATE OF NUEVO LEON.</b>		
<i>Monterrey.</i>		
Leopold, Jacob.....	Broker.....	2,222.22

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## BROKERS, COMMISSION MEN, GENERAL AGENTS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF OAXACA.</b>		
<i>Tuxtepec.</i>		
Tucker, G. A., address also American Club, City of Mexico.	Sale of tropical lands; interested in and acts as manager of the Republic Development Co., operating in the canton of Tuxtepec; engaged in planting rubber; also loans individual funds on real estate.	\$50,000.00
<b>STATE OF TABASCO.</b>		
<i>San Juan Bautista.</i>		
Carter, Santiago (James) .....	General agency .....	8,888.88
<b>STATE OF TAMAULIPAS.</b>		
<i>Tampico.</i>		
Bretzfelder, D. Z. ....	Commission .....	2,222.22
<b>STATE OF VERA CRUZ.</b>		
<i>Vera Cruz.</i>		
O'Kelly & Co .....	Agents for New York and Cuba Mail Steamship Co. and three other steamship lines, and International Coal Co., of New York.	13,888.88
Total .....	.....	1,478,777.67

## CARRIAGES AND WAGONS, HARNESS AND SADDLERY.

<b>STATE OF COAHUILA.</b>		
<i>Ciudad Porfirio Diaz.</i>		
Fretelliere, A. E., 5 <sup>a</sup> Calle de Zaragoza.....	Saddlery, carriage shop. (See Hardware.) .....	.....
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Shafer & Co., suc <sup>rs</sup> Carlos H., San Juan de Letran and Rebeldes.	Carriages (see Miscellaneous, Furniture). .....	.....
Walker, Samuel W., Esquina Avenidas Juarez y Baldernas.	Manufacture and importation of carriages, wagons, harness, etc.	\$20,000.00
<b>STATE OF GUANAJUATO.</b>		
<i>Irapuato.</i>		
Barkley & Co., R. A .....	Carriages. (See Machinery) .....	.....
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Haley, J. & V. (J. Haley and wife, V. Haley), Avenida Colon 19 <sup>1</sup> / <sub>8</sub> .	Sale of vehicles, harness, and machinery.	3,111.11
Total .....	.....	23,111.11

## CIGARS AND TOBACCO.

<b>STATE OF CHIHUAHUA.</b>		
<i>Ciudad Juarez.</i>		
Dieter & Sauer .....	Wholesale cigars (see Wholesale and retail general merchandise). .....	.....



Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## CIGARS AND TOBACCO—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
Morse, Louis .....	Cigars and commission business .....	\$4,444.44
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Jones & Co., F. A., Gante 1 .....	Retail cigars and tobacco .....	2,222.22
La Violeta, S. Cohen & Co., Primera San Francisco 1.	Cigars, cigarettes, and tobacco .....	3,111.11
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Kramer, Z .....	Cigars and money exchange .....	17,777.77
Total .....		27,555.54

## DEALERS IN CURIOS.

<b>STATE OF CHIHUAHUA.</b>		
<i>Ciudad Juarez.</i>		
Beach-Akin Curio Co. (Henry S. Beach and John S. Akin) .....	Dealers in Mexican curiosities .....	\$4,444.44
Jacobs, J. M. ....	Dealer in curios and drawn work ....	2,222.22
Levy, L. F. ....	do .....	2,222.22
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Granat, Jacob, Primera San Francisco 2 .....	Mexican curios and leather novelties .....	13,333.33
Hatton, J. G., Gante 8 and 10 .....	Opals, curiosities, and antiquities ....	13,333.33
Horwitz, Alfred, 2 <sup>a</sup> San Francisco 7 .....	Jewelry and Mexican goods .....	11,111.11
Sonora News Co., Jas. D. Fisher, president; Wm. F. Laver, manager; L. F. Poston, secretary; G. Van Mourick, treasurer; Primera Estaciones 8; stores, Gante 4; City of Mexico, Puebla, Puebla, and San Luis Potosi, S. L. P.	Railway news dealers and curios ....	100,000.00
Walz Co., W. G., 2 <sup>a</sup> San Francisco 3, and Ciudad Juarez, Chihuahua.	Mexican curios, souvenirs, hand-carved leather novelties and, in Ciudad Juarez store, music goods.	55,555.55
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Griggs, Mrs. Stella V .....	Curios ( <i>see</i> Book and stationery stores and news stands).	.....
Total .....		202,222.20

## DENTISTS.

<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Banchert, M. F. ....		\$2,222.22
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Buettner, Henry W., Segundo Cinco de Mayo 14.		3,555.55
Conris & Finley, Primera Independencia 16 .....		1,333.33
Conway, E. H., Primera Independencia 9 .....	( <i>See also</i> Mining, and Haciendas, ranches, and farms.)	6,666.66
Gaines, F. E., Alcalceria 223 .....		.....
Howe, H. W., Alcalceria 223 .....		.....
Keller, W. H., "Casa Dental Americana," San Juan de Letran 4 .....		7,111.11

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## DENTISTS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA—continued.</b>		
<i>City of Mexico—Continued.</i>		
Spyer, Joseph, and Son, Lawrence B. Spyer, Palma 8.....		\$4,444.44
Young, Carlos Aubrey, San Juan de Letran 64, editor Revista Medico Dental Mexicana, founder Mexican Dental Society.....		8,888.88
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Beach, Albert L., San Francisco 7.....		888.88
Lake, Francisco.....		1,111.11
Parnell, Geo. E.....		1,111.11
Parnell, John.....		888.88
Riggen, G. H., Carmen 47.....		1,111.11
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>La Paz.</i>		
Galloway, G.....		888.88
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Leach, W. W.....		2,222.22
<b>STATE OF TAMAULIPAS.</b>		
<i>Tampico.</i>		
Crain, C. D.....		888.88
<b>STATE OF VERA CRUZ.</b>		
<i>Cordoba.</i>		
Arango, Franklin.....		5,000.00
Total.....		48,383.26

## ELECTRIC LIGHT AND POWER, GAS LIGHTING, TELEGRAPH, TELEPHONE, AND WATER WORKS COMPANIES.

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Doert Bros.....	Municipal and private electric lighting.	\$22,222.22
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Compania Telefonica de Chihuahua y Durango, Chihuahua, Chihuahua, or Durango, Durango.....	Telephone.....	26,666.66
<i>Parral.</i>		
Compania de Comercio del Parral, T. T. Lane, president; E. O. Lindblom, vice-president; W. W. Emery, general manager.	Telephones, Parral, Santa Barbara, Minas Nuevas, and Los Cuevos; lighting and power, Parral and Minas Nuevas; waterworks, Parral.	144,444.44
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Mexican Telegraph Co., C. E. Cummings, general manager, F. Woodcock, station manager at City of Mexico, Cinco de Mayo 6.	Telegraph line to Vera Cruz from City of Mexico, and cable between Vera Cruz and Galveston, Tex.	2,000,000.00
Mexican Telephone Co., Percival G. Burgess, general manager, Santa Isabel 64.	Telephones in the City of Mexico....	2,000,000.00

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

**ELECTRIC LIGHT AND POWER, GAS LIGHTING, TELEGRAPH, TELEPHONE, AND WATER WORKS COMPANIES—Continued.**

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF MEXICO.</b>		
<i>Toluca.</i>		
Toluca Electric Power and Light Co., A. Potter, C. E., 150 Nassua street, New York City; Juan Ochoa Ramos, manager, Tenancingo, State of Mexico.	Development of electrical energy by water power near the City of Toluca.	\$222,222.22
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Electric Light and Power Co., Limited .....		222,222.22
Monterey Gas Works. Not yet in operation.		
<b>STATE OF PUEBLA.</b>		
<i>Puebla.</i>		
Portezuelo Electric Light and Power Co., Porfirio Diaz 10.		350,000.00
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Compania Luz Electrica de San Luis Potosi .....	Municipal electric lighting .....	100,000.00
<b>STATE OF SINALOA.</b>		
<i>Mazatlan.</i>		
Cima, Arthur de .....	Electric lighting .....	44,444.44
<b>STATE OF SONORA.</b>		
<i>Guaymas.</i>		
Guaymas Water Co., Lawrence Strom, general manager.	Company owns and operates water system supplying the city of Guaymas, having a big reservoir at San Jose de Guaymas, 6 miles distant.	444,444.44
<i>Minas Prietas.</i>		
Minas Prietas Water Co., George J. McCarty, general manager, La Colorado; post-office and telegraph address, Torres, Sonora.	Company owns pumping plant at San Jose de Pinos and about 25 miles of mains, with reservoir at Minas Prietas for supplying that gold-mining camp with water.	222,222.22
<b>STATE OF VERA CRUZ.</b>		
<i>Jalapa.</i>		
Jalapa Electric light and Power Co. ....		88,888.88
<b>STATE OF YUCATAN.</b>		
<i>Merida.</i>		
Agnew & Co .....	Gas and electric lighting .....	100,000.00
	Total .....	5,987,777.74

**EXPRESS, FREIGHTING, MESSENGER SERVICE, AND TRANSFER COMPANIES.**

<b>STATE OF CHIAPAS.</b>		
<i>Tupachula.</i>		
Leaher, Chas. A. Residence and office in Tapachula.	30 pack mules for freighting coffee; also employed by O. H. Harrison as inspector or general superintendent over La Zacualpa rubber plantation and 8 coffee estates.	\$1,406.66
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Brooks, J. C. ....	Teaming .....	4,444.44

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## EXPRESS, FREIGHTING, MESSENGER SERVICE, AND TRANSFER COMPANIES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
International Transfer, J. H. Christen, owner, Gante 7.	Transfer, baggage and passenger, freight agent, custom-house broker, and local express agent.	\$11,111.11
Mexican District Messenger Co., 4a Cinco de Mayo 17, Charles Cooper, manager.	Messenger service, package delivery, collections, furniture moving, etc.	13,333.33
Wells, Fargo & Co., express, Manrique 4, L. L. Ward, assistant superintendent, general offices in San Francisco, Cal.	General express forwarders.....	(a)
	Total .....	30,355.54

## GRAIN MILLS.

<b>STATE OF CHIHUAHUA.</b>		
<i>Colonia Dublin.</i>		
Dublin Flour Mill, Wallace & Nielsen, owners..	Dealers in flour, graham, and all kinds of mill products.	\$4,444.44
<b>STATE OF COAHUILA.</b>		
<i>Nadadores.</i>		
Miller, Fred.....	Milling business.....	88,888.88
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Braniff, Oscar J.....	(See Haciendas, ranches, and farms.)	
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Geddes Hermanos (Brothers).....	Millers .....	22,222.22
Maire & Gilmore, Calle del Agulla 13.....	Grinding nixtamal, or corn cooked in lime water, the product of which is called masa, from which the natives make their tortillas or corn cakes.	3,111.11
Raines, Martin E., Calle de Rastrillo 105.....	Corn mill.....	1,022.22
Shofer, A. C.....	Grinding corn.....	666.66
<b>STATE OF SONORA.</b>		
<i>Tuape, Ures District.</i>		
Chisem, J. G.....	Milling. (See Wholesale and retail general merchandise.)	
	Total .....	120,355.58

## HACIENDAS, RANCHES, AND FARMS.

<b>STATE OF CAMPECHE.</b>		
<i>Laguna de Terminos.</i>		
Laguna Co., The.....	Agriculture. (See Lumber and saw-mills.)	
<b>STATE OF CHIAPAS.</b>		
<i>Escuintla.</i>		
Smith, V. S., Co.....	Rubber culture.....	\$4,444.44
<i>Palenque, Department of Palenque.</i>		
Chiapas Rubber Plantation and Investment Co., J. W. Ellsworth, managing director; United States address, 63 Crocker Building, San Francisco, Cal.	Rubber culture (24,750 acres of land).....	

a No special amount set aside for Mexican business.

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIAPAS—continued.</b>		
<i>Escuintla—Continued.</i>		
Palenque Rubber Co., United States address, San Francisco, Cal.	12,700 acres .....	
Rio Michol Rubber Co., J. W. Ellsworth, president; United States address, 63 Crocker Building, San Francisco, Cal.	Rubber culture (6,000 acres of land) .....	
San Marcos Rubber Plantation Co., J. R. Hardy, manager, 817 Ashland Block, Chicago, Ill.	Growing rubber and selling the product (21,000 acres of land) .....	
Watson, E. M. ....	Cattle raising .....	\$2,222.22
<i>Salto de Agua.</i>		
Amurzopa Rubber Co. ....	Rubber culture .....	
Harbol, George .....	Merchant and cattle raiser .....	11,111.11
Huy, Albert J. ....	Coffee culture .....	
Los Angeles Rubber Plantation Co. ....	Rubber culture .....	
Mexican Plantation Association, 100 Washington street, Chicago, Ill.	Rubber and pineapples .....	
Mexican Plantation and Steamship Co.; also Frontera, Tabasco. ....	Sugar, coffee, cocoa culture, and cattle .....	
San Pedro Rubber Co. ....	Rubber culture .....	
Tabasco Hacienda Co. ....	Rubber and cocoa culture .....	
<i>Simojovel.</i>		
Mason, H. L. ....	Tobacco and rubber culture .....	
<i>Tupachula.</i>		
Cuthbert & Harrison .....	Coffee planting .....	66,666.66
Mahnken, Frederick .....	Coffee plantation ( <i>see</i> Hotel) .....	4,444.44
Quimby, F. A. ....	Coffee plantation .....	
Tapachula Rubber Co., San Francisco, Cal., F. A. Quimby, manager. ....	Planting rubber .....	
Zacualpa, La, Rubber Plantation Co., Spreckles Annex, San Francisco, Cal. ....	.....do .....	200,000.00
<b>STATE OF CHIHUAHUA.</b>		
<i>Aldama.</i>		
Jeffries, Capt. J. D., and associates .....	Ranching .....	2,666.66
<i>Ascencion.</i>		
Sanford, J. F. ....	Cattle ( <i>see</i> General merchandise) .....	11,111.11
<i>Babicora.</i>		
Hearst, Mrs. Phoebe A., J. P. Watson, representative, San Francisco, Cal. ....	Ranching and cattle; property also in Galeana and other parts of the Republic ( <i>see</i> Mining). ....	1,333,333.33
<i>Carretas.</i>		
Carretas ranch, J. Boyd, proprietor .....	Cattle raising .....	13,333.33
<i>Casas Grandes.</i>		
Mundy, Herbert .....	Stock raising .....	2,222.22
<i>Chihuahua.</i>		
Matthewson, C. A. ....	Dairy and ranching .....	8,888.88
<i>Jiménez.</i>		
Russek, Marcos .....	Owns land under cultivation and raises live stock ( <i>see</i> Wholesale and retail general merchandise). ....	
<i>Colonia Juarez.</i>		
Colonia Juarez Live Stock Association, E. L. Taylor, manager. ....	Cattle raising .....	8,888.88
Taylor, Ernest .....	Stock raising .....	111,111.11
<i>Corralitos.</i>		
Corralitos Co., Britton Davis, general manager; E. C. Houghton, superintendent. ....	Cattle raising .....	222,222.22

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA—continued.</b>		
<i>Parral.</i>		
Durango, The, Cattle Co. John H. Wilson, president; John R. McGinley, vice-president; S. E. Gill, secretary and treasurer; James I. Long, manager, Pittsburg, Pa.	Cattle and horse raising .....	\$100,000.00
Long Bros .....	Cattle raising ( <i>see</i> Mining) .....	.....
<i>Valle de San Buenaventura.</i>		
Pulliam, J. B .....	Stock raising .....	8,888.88
<b>STATE OF COAHUILA.</b>		
<i>Hermanas.</i>		
Karbe, Fernando, Hacienda de Adjuntos .....	Live stock and agriculture .....	44,444.44
<i>Musquiz.</i>		
Hacienda de las Rucas, Nelson & Weller Co ....	Cattle raising (165,000 acres of land well improved, \$530,000; 10,000 head of cattle, all ages, \$100,000; 600 horses and mules, \$6,000).	436,000.00
<b>STATE OF COLIMA.</b>		
<i>Colima.</i>		
Morrill, Augustus, ex-consul of the United States, Apo. 106.	General farming, oil extraction, soap factory, artesian wells.	22,222.22
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
Smith & Hartman .....	Stock raising ( <i>see also</i> Lumber and saw mills).	31,111.11
<b>FEDERAL DISTRICT.</b>		
<i>Atzacapotzalco.</i>		
Scales, J. B., lessee of hacienda "El Rosario," owned by Gen. John B. Frisbie.	Dairy .....	11,111.11
<i>City of Mexico</i>		
Backus Co., The William V., Primera Independencia 4; principal office 312-317 Society for Savings Building, Cleveland, Ohio; branches New York City, Dubuque, Iowa, and City of Mexico.	Organizers and managers of rubber plantations in Mexico; also bankers and attorneys at law; capital employed in plantation companies.	50,000.00
Braniff, Oscar J., Cadena 19, Hacienda de Jalpa, por San Francisco del Rincon, Guanajuato.	Farming and milling; value of farm.	400,000.00
Conty, T. D .....	Agriculture ( <i>see</i> Hotels, etc.) .....	.....
Conway, E. H. ....	Agriculture ( <i>see</i> Dentists) .....	.....
Frisbie, Gen. John B., Calle Nueva 6, owner sugar hacienda "Atlistac," State of Guerrero; haciendas "San Nicholas" (Careaga) and "El Rosario," Atzacapotzalco, D. F.	General agriculture and dairy .....	355,555.55
Gleason, J. M., Nuevo Mexico 1 .....	Agriculture .....	26,666.66
Grijalva Land and Coffee Company, Limited, The, Calle Ortega; United States address, Dallas, Tex.	Growing of coffee, rubber, sugar, and fruits; plantation in State of Chiapas.	.....
Holt, Harrison Jewell, Apo. 2232, dairy stable at 2 <sup>a</sup> Moctezuma 26; ranch at Guadalupe Hidalgo, D. F.	Dairy business .....	8,888.88
Hull, Walter B. ....	( <i>See</i> Printers and publishers; Real estate and mining.) .....	.....
<b>STATE OF GUANAJUATO.</b>		
<i>Trinidad.</i>		
Scott, Mrs. Winfield .....	Ranch owner .....	2,666.66
<b>STATE OF GUERRERO.</b>		
<i>Acapulco.</i>		
Stephens & Co .....	Ranch ( <i>see</i> Manufactories; Foundries).	.....

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF HIDALGO.</b>		
<i>Zimapan.</i>		
Zimapan Mining and Smelting Co. ....	Ranching (see Mining; Smelting and refining).	.....
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Gelst, A. W. ....	Farming and cattle raising (see Mining).	.....
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>La Paz.</i>		
Elmer, F. B. ....	Plantation of sugar cane. ....	\$8,888.88
<i>Magdalena Bay.</i>		
Flores, Hale & Co., Robert Boyle, manager, care of Meyer Wilson & Co., 210 Battery street, San Francisco, Cal.	This company owns and operates the extensive tracts of land along the west coast of Baja California, from the 23½ N. to the 29 N. by 6 miles wide, producing orchilla, a moss used for dyeing purposes.	88,888.88
<i>San Jorge, via Comondá.</i>		
Compañía Industrial de San Jorge, controlled by McCormick Harvesting Machine Co., of Chicago; F. D. McCall, local manager.	Exploiting maguey fiber. ....	88,888.88
<i>San Jose del Cabo.</i>		
Kurnitzky, Abraham, United States consular agent.	Land owner. ....	4,444.44
<i>Santa Anita.</i>		
Paecil, Frank. ....	Plantation, sugar cane. ....	5,333.33
<b>STATE OF NUEVO LEON.</b>		
<i>Monterrey.</i>		
Robertson, J. A. ....	Agriculture and ranching, real estate, fruit nurseries, haciendas, mines, and brick manufacture.	444,444.44
<b>STATE OF OAXACA.</b>		
Church, E. G., Tatahuicapa, Veracruz (plantation is in Oaxaca, across the Colorado River from Pueblo of Tatahuicapa).	Developing rubber plantation; buying and selling rubber and coffee.	4,000.00
Illinois Coffee and Rubber Co., 1109-1111 Merchants' Loan and Trust Building, Chicago, Ill.	Tropical agriculture (company also owns a developing coffee, cocoa, vanilla, and rubber plantation of 5,000 acres.	10,000.00
International Coffee Growers' Association, 6400 Michigan avenue, St. Louis, Mo. (ranch located in the district of Culcatlan).	Growing coffee. ....	.....
Lolita Plantation Co., 812 Security Building, St. Louis, Mo.	Growers of tropical products, principally coffee and rubber.	.....
Merchants' Coffee Growers' Association, Third and Pine streets, St. Louis, Mo. (ranch located in district of Culcatlan).	Coffee growing. ....	.....
Mexican Coffee and Rubber Co., Indianapolis, Ind.	Coffee, rubber, and tropical fruit. ....	75,000.00
Mexican Plantation Co. of Wisconsin. Eman L. Beck, manager; P. O. box 318, La Crosse, Wis.	Tropical agriculture. ....	350.00
Missouri Coffee Growers' Association, 608 Franklin avenue, St. Louis, Mo. (ranch located in the district of Culcatlan).	Growing coffee. ....	10,000.00
Pan-American Planters' Association, 158-155 La Salle street, Chicago, Ill.	Development of tropical plantation; company owns "Santa Isabel," a 5,000-acre tract on the Colorado River; company about to begin development for rubber, etc.	.....
<i>El Obispo, Tuxtepec.</i>		
Obispo Rubber Plantation Co., La Finca San Silverio; New York office, 822 Park Row Building.	Cultivation of tropical products. ....	.....

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF OAXACA—continued.</b>		
<i>Tlaxoa.</i>		
Juniapa Plantation Co., 614-615 Fullerton Building, St. Louis, Mo.	Tropical fruits.....	
Mexican Development and Equipment Co., 89 State street, Boston, Mass.	Tropical fruit, and manufacturing aguardiente.....	
<i>Ubero.</i>		
Commonwealth Mexican Plantation Association, Room 508, 115 Dearborn street, Chicago, Ill. (property situated Canton Tuxtla, district Ubero, State of Veracruz).	Tropical agriculture; growing sugar cane, rubber, and raising cattle; invested in land, \$76,000; improvements, \$26,000.	\$100,000.00
Consolidated Ubero Plantation Co., 89 State street, Boston, Mass.	Tropical fruits and rubber.....	
Isthmus Rubber Co. of Ubero, 29 Broadway, N. Y.	Tropical planting.....	(a)
La Puerta Development Co., 89 State street, Boston, Mass.	Tropical fruits and coffee.....	
La Puerta Plantation Co., 89 State street, Boston, Mass.	Tropical fruits.....	
Oaxaca Coffee Culture Co., care of F. C. N. de Tehuantepec, 614-615 Fullerton Building, St. Louis, Mo.	Coffee growing (plantation San Luis).....	
F. J. French, manager.....	Plantation San Luis.....	
The Tropical Sureties Co., 89 State street, Boston, Mass.	Coffee, rubber, pineapples, oranges, lemons, grape fruit, and yuca.	
Ubero Plantation Co., Indianapolis, Ind., J. F. Gonsler, manager.	Coffee, rubber, oranges, and pineapples.	
Ubero Plantation Co. of Boston, 89 State street, Boston, Mass.	Coffee, rubber, and tropical fruits....	260,000.00
Varney Rubber and Trading Co., Istmo de Tehuantepec.	Tropical agriculture.....	
<i>Vista Hermosa.</i>		
Vista Hermosa Sugar and Mercantile Co., 808 Ashland Block, Chicago, Ill., William A. Robertson, secretary.	Sugar, rubber, and coffee plantation, 7,000 acres.	24,106.92
<b>STATE OF PUEBLA.</b>		
<i>Cholula.</i>		
Gourey, José.....	Dairy products (see Soap manufacturing).	
<i>Metlatocyuca.</i>		
Adams, George H., Phoenix, Ariz.....	Land proprietor.....	711.11
Bennett, Mrs. C. M., San Luis Potosí.....	do.....	711.11
Blankinship, A. R.....	Cattle raising.....	4,444.44
Buenavista Coffee Co., H. F. Schlattmann, general manager, City of Mexico.	Coffee and cattle raising.....	17,777.77
Cambell, estate of J. W.....	Cattle raising.....	3,838.33
Carter, R. E., Abilene, Tex.....	Coffee, cattle, etc.....	666.66
Case, L. B., J. W. Grimes, representative, City of Mexico.	Land proprietor.....	366.66
Central American Coffee Growers' Association, Elgin, Ill.	Coffee production.....	17,777.77
Christy, Joseph V., San Jose, Cal.....	Land proprietor.....	444.44
Comfort, R. E. & S. R., Mexico City.....	Cattle raising.....	6,666.66
Cooke, L. H.....	Coffee, rubber, and cattle raising.....	8,000.00
Crahn, T. J., Cardenas, Mexico.....	Land proprietor.....	266.66
Davis, John J., Chicago, Ill.....	do.....	266.66
Deitz, George W.....	Sugar, coffee, etc.....	8,888.88
Evens, A. W. W., Dallas, Tex.....	Land proprietor.....	4,444.44
Faris, E. C., and W. C. North, Torreon, Mexico.....	do.....	666.66
Farrar, A. R.....	Coffee and cattle.....	666.66
Finsterbach, Frank, Chicago, Ill.....	Land proprietor.....	583.33
Foot, Mrs. A. M., Torreon, Mexico.....	do.....	222.22
Godley, E., and Frank D. Hodgson, George B. Ridgley, representative, Lindeley, La.	Land proprietors.....	1,833.33
Grant, Mrs. E. T., San Jose, Cal.....	Ranching.....	4,444.44
Griff, C. H., Silverton, Colo.....	Coffee production.....	1,111.11
Grimes, J. W., Mexico City.....	Cattle raising.....	2,222.22
Habermigg, George, Jaral, Mexico.....	Land proprietor.....	266.66
Harvey, George W.....	Cattle raising.....	4,444.44

a Amount varies according to stock sold.



Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF PUEBLA—continued.</b>		
<i>Metlatoyuca—Continued.</i>		
Heniger, M. R., Greenville, Ill.	Coffee production	\$666.66
Hopkins, Frank E.	Coffee and cattle raising	2,222.22
Hutchison & Whittemore, Mexico City	Ranching, etc.	6,666.66
Jacobsen, Eric., Port Arthur, Tex.	Land proprietor.	444.44
Jenson, James, Minneapolis, Minn.	Coffee production	1,333.33
Johnson, J. B., and C. J. McClusky, W. D. Anderson, W. F. Brown, C. H. Lee, A. E. Hole, Minneapolis, Minn.	Cattle ranching, coffee production, etc.	8,888.88
Kennedy, M., and W. T., Tacubaya, Mexico.	Ranching	11,111.11
Knapp, John	Cattle raising	3,333.33
Lane, Joe, Mexico City	Land proprietor	266.66
Lason, Chas., Mexico City	do	4,444.44
Lefman, Chas. F., La Porte, Ind.	do	4,444.44
Lepish, A. P., San Jose, Cal.	do	222.22
Linneman, John J., Chicago, Ill.	do	266.66
Lutz, William, Cardenas, Mexico.	do	266.66
McDermott, Henry, San Jose, Cal.	do	222.22
McGrath, M. H., Lordsburg, N. Mex.	do	444.44
McKinnon, Roy, Mexico City	Farming and ranching	3,333.33
Madigan, Richard, Denver, Colo.	Land proprietor	583.33
Massey, S. W., Rascon, Mexico.	do	266.66
Matson, C. P., Minneapolis, Minn.	Coffee production	4,444.44
Meires, William, Minneapolis, Minn.	Land proprietor	1,333.33
Metlatoyuca Coffee Growers' Association, George E. Mills, manager.	Coffee production, etc.	13,333.33
Miquetla, The, Coffee Co., Minneapolis, Minn.	Coffee production	4,444.44
Moffitt, Leslie A.	Coffee production, cattle raising, etc.	4,444.44
Monroe, John, Westport, S. Dak.	Coffee production	1,333.33
Newell, F. G.	do	1,333.33
Pantepec Land and Agricultural Co., G. W. Deits, manager.	Coffee production, etc.	11,111.11
Parise, Daniel, Torreon, Mexico.	Land proprietor	266.66
Raber, Charles B., Junction City, Kans.	do	222.22
Ridgely, George B., Lindsay, La.	do	2,222.22
Russell Cattle Co., C. P. Russell, manager	Cattle raising and coffee production	17,777.77
Sawyer, Miss Jennie, George E. Mills, representative, City of Mexico.	Land proprietor	222.22
Short, T. H., and J. E. Gamble, Westport, S. Dak.	Coffee production	666.66
Simpson, C. W., and F. V., J. L. Starr Hunt, attorney, Mexico City.	Cattle raising	4,444.44
Strahan, D. H., Santa Inez, Cal.	Land proprietor	666.66
Templeton, C. S., Salinas, Cal.	do	800.00
Wager, E. L., Castle Rock, Minn.	do	365.55
Wedemyer, Hugo, St. Louis, Mo.	do	222.22
Wood, J. B., Mexico City	do	666.66
Wyman, R. A., Sioux Falls, Iowa.	do	266.66
<b>STATE OF QUERETARO.</b>		
<i>Queretaro.</i>		
Jimeno, S. R., Hacienda de la Capilla	Farming and dairy	22,222.22
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>Agustemon.</i>		
Burgess, B. H.	Agriculture	1,333.33
<i>Ciudad de Valles.</i>		
King, Hugh P.	Farming	5,333.33
<i>Iturbide, Partida de Gaudalcazar.</i>		
San Luis Lumber and Fuel Co., John A. Wright, manager.	Farming, stock raising, cutting wood, ties, and lumber; owns 32 kilometers (20 miles) of railroad.	143,000.00
<i>Tancanhuitz.</i>		
Bryant, Dr. J. W.	Cattle ranch (see Physicians and surgeons).	.....
<b>STATE OF SONORA.</b>		
Arizona ranch, William Barnett & Sons, Nogales, Ariz.	Hold land grant of 75,000 acres and 5,000 head of cattle.	.....
Bryan, Col. T. J., Lemongrove, San Diego County, Cal.	Cattle raising, leasing lands in Magdalena district, 4,000 head of cattle.	22,222.22

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF SONORA—continued.</b>		
<i>Arizpe district.</i>		
Greene Cattle Co., Naco, Ariz .....	Cattle raising in Arizona and Sonora. Said to hold half a dozen or more land grants in the northern part of the Arizpe district, including the Cananea Mountains and the great region surrounding.	.....
Sherman, M. M., Kansas City, Mo., and Bisbee, Ariz. ....	Mr. Sherman owns the San Rafael de Noria land grant of 500,000 acres in the Moctezuma district, south of Nacoari, and some 20,000 head of cattle.	.....
<i>Cuesta del Castillo.</i>		
Sonora Land and Cattle Co., 704 Gaff Building, Chicago, Ill. ....	Company said to own 1,300,000 acres of land in the Moctezuma and Arizpe districts, mostly leased to cattle raisers.	.....
<i>Cocorit, Alamos district.</i>		
Sonora and Sinaloa Irrigation Co., Walter L. Logan, president, 27 William street, New York, Mexico City, and Guaymas (care P. B. Chisem). ....	Company said to own a big irrigating canal, 40 miles long, and 400,000 acres of fine land on the south side of the Yaqui River.	\$200,000.00
<i>Moctezuma, Moctezuma district.</i>		
Moore, Dr. C. H. ....	Cattle business and practice of medicine. Said to own 50,000 acres of fine land and 5,000 head of cattle.	44,444.44
<i>Magdalena.</i>		
O'Brien, F. J., and associates .....	Cattle (see Mining) .....	.....
<i>Tuape, Ures district.</i>		
Chisem, J. G. ....	(See Wholesale and retail general merchandise and grain mills.) .....	.....
<b>STATE OF TABASCO.</b>		
Tabasco Plantation Co., 918 Lumber Exchange Building, Minneapolis, Minn. ....	Cocoa, coffee, sugar cane, and rubber; also cattle raising and breeding. Company owns a partially improved plantation of 7,308 acres.	51,111.11
Tabasco-Chiapas Trading and Transportation Co., 100 Washington street, Chicago, Ill.; Henry D. Bushnell, president; T. P. Welsh, secretary; J. B. Miller, treasurer. ....	.....	100,000.00
<i>Huimanguillo.</i>		
Weiss, A. G., Finca Chicago .....	Cocoa, cattle, and rubber .....	.....
<i>San Juan Bautista.</i>		
The Guatemalan and Mexican Mahogany and Export Co. ....	Sugar farm (see Importers and exporters). ....	.....
Tabasco Land and Development Co. ....	Cocoa and coffee .....	.....
Weiss, C. E. ....	Cocoa .....	.....
<b>STATE OF TAMAULIPAS.</b>		
<i>Forlon.</i>		
Bernal Orchard Co., A. E. Graham, manager ....	Farming, tropical fruit, etc .....	.....
<i>Notelencall.</i>		
Lambert & Fitzpatrick .....	Farming .....	5,000.00
<i>La Cruz.</i>		
Rankin, Dr. J. L. ....	Farming and ranching .....	.....
<i>Tampico.</i>		
Mexican Petroleum Co., also at Ebano, San Luis Potosi. ....	Ranching and boring for oil; invested in land, \$444,444.44; in machinery, cattle, etc., \$38,888.88.	533,333.33
Ray, John C. ....	Dairy .....	6,666.66

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>TERRITORY OF TEPIC.</b>		
<i>San Blas.</i>		
California and Mexico Fruit Co., George A. Williams, manager; home office, Palo Alto, Cal.	Raising coffee, rubber, etc .....	\$48,000.00
<i>Vado de San Pedro, Santiago Encinita.</i>		
Schulz, William .....	Farming, cattle raising, and commerce.	3,111.11
<b>STATE OF VERA CRUZ.</b>		
Clark, W. A., United States Senator from Montana, and Hon. J. K. Clark, Butte, Mont.	Owners of Hacienda Montepio, rubber, coffee, vanilla, corn, cattle, and hogs.	113,880.22
Fox, Louis, Fort Wayne, Ind. ....	Rubber plantation, 168 acres .....	977.77
Neurnack, M. H., Los Angeles, Cal., R. Demorest, manager.	Owner of Finca Santa Rosa, on Vera Cruz and Pacific R. R., rubber culture.	.....
El Rio Tropical Planters' Association, 324 Newton Claypool Building, Indianapolis, Ind.	Tropical agriculture .....	.....
Smith, Rupert E. L., Hacienda Nuevo York, located at kilometer 151, Tehuantepec National Railroad; 417-418 Rialto Building, Chicago, Ill.	Raising sugar cane .....	3,000.00
The Vera Cruz Development Co., Canton, Ohio..	Developing land along Tesechoacan River, tropical agriculture, rubber, and sugar.	.....
<i>Atoyac.</i>		
Chicago and Mexico Coffee and Fruit Co., Wilder Nutting, president and manager.	Coffee and fruit .....	.....
Trapp, R. A., & Co., La Cantabrigia (R. A. Trapp, British; company, American).	Cultivation of coffee .....	5,333.33
<i>Buena Vista.</i>		
Cockrell, W. S. ....	Raising sugar cane and manufacturing it into sugar and aguardiente.	66,666.66
Trinidad River Agricultural Co., F. B. Stone, president; United States office, 1201 Fisher Building, Chicago, Ill.	Agriculture .....	.....
<i>Coahuacalcoas.</i>		
Astec Plantation Co., Plantation Asteca, Rio Uspanapa, C. W. Bode, general manager; Oscar Meyer, secretary, 808 Ashland block, Chicago, Ill.	Sugar cane and rubber .....	40,000.00
Esperanza Plantation Co. ....	Sugar, oranges, and rubber; \$45,000 invested in plantation of 16,000 acres; \$15,000 in sugar plant.	.....
Los Soldados Rubber Co.; United States office, 120 Liberty street, New York City; H. H. Vater, representative in Mexico.	General farming .....	.....
<i>El Higo.</i>		
Roberts, Thos. W. ....	Agriculture and cattle .....	7,000.00
<i>Jalapa.</i>		
McCormick, Chas. T. A. ....	Planting .....	25,000.00
<i>La Junta.</i>		
Mexican Mutual Planters' Co.; United States address, 1016 New York Life Building, Chicago, Ill.	Plantation of 5,554 acres, planting in coffee, cacao, rubber, and vanilla; 1,200 acres planted in coffee, 82 acres in nurseries.	50,000.00
<i>Minatitlan.</i>		
Barto, H. D. ....	Coffee, rubber, and vanilla culture...	4,000.00
Blaine & Spencer .....	Tropical agriculture, rubber .....	.....
The Illinois-Mexico Co., of Chicago, J. S. Spencer, vice-president and general manager.	Growing coffee, sugar cane, rubber, and cattle.	.....
Remolino Coffee and Sugar Co., F. L. McGarland, manager.	Coffee, rubber, and vanilla cultivation.	.....
Riveras Coloradas Coffee Co.; home office, Kansas City, Mo., W. N. Collins, resident manager.		

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF VERA CRUZ—continued.</b>		
<i>Mixtillon—Continued.</i>		
San Carlos Coffee and Sugar Co., George E. Davis, manager.	Sugar and coffee production .....	\$800,000.00
The Tehuantepec Rubber Culture Co., owners of plantation "Rubio." United States address, 35 Nassau street, New York City.	Rubber culture.....	
<i>Misantla.</i>		
Brandon, Houston & Liggett .....	Cattle and vanilla plantation .....	6,666.66
Brandon, Minter & Godfrey .....	Vanilla plantation .....	8,555.55
<i>Omealca.</i>		
Hacienda "La Providencia," Hampson & Smith, 30 Avenida Juarez 4, City of Mexico, owners.	Sugar hacienda .....	
Vera Cruz Coffee Co., of Omaha, Nebr. United States address, 706 New York Life Building, Omaha, Nebr. Owners of hacienda "Toluquilla," 1,866 acres. W. C. Orr, general manager; W. E. Gratton, secretary.	Growing and selling coffee and sugar.	102,000.00
<i>Pánuco.</i>		
Harrison, Dr. Chas. M. ....	Cattle raising.....	22,222.22
<i>Plan de las Hayas, canton de Misantla.</i>		
McGordon, Chas. ....	Cattle and vanilla plantation .....	17,777.77
Simon, Charles Fitzhugh .....	Farming .....	80,000.00
Tacahuite Land and Planting Co.; A. C. Sloss, resident manager, Jalapa; W. B. Swingley, president; Ed. A. More, vice-president; James E. Harris, secretary and treasurer; Frank Wyman, T. H. Morton, Ed. Hoyt, C. M. Thompson, and Wm Yule, stockholders, all of St. Louis, Mo.	Planting coffee, vanilla, rubber, sugar, and raising cattle; capital not all expended yet.	50,000.00
Xuchil Co., S. A., Chas. W. Goodrich and Falk Brothers, of Milwaukee, Wis., proprietors.	Coffee and vanilla plantation .....	22,222.22
Zapotal Plantation, Goodrich & Stephenson, owners.	.....do .....	18,333.33
<i>San Juan Evangelista.</i>		
Hacienda de Bella Vista; Geo. R. Miller, manager, in partnership with F. N. Reed and C. T. Reed, of Reed Bros. & Co., of Cleveland, Ohio.	Experimental rubber plantation, 112,000 trees.	85,000.00
<i>San Rafael.</i>		
Canciano, E. ....	Coffee and vanilla plantation .....	6,666.66
<i>Santa Lucrecia.</i>		
Clark, G. M. ....	Buying and fattening cattle.....	11,111.11
The Mexican Coffee Trading and Planting Co., of St. Louis, Mo.; W. P. Wood, general manager. United States office, St. Louis, Mo.	Coffee and rubber plantation of 20,000 acres.	200,000.00
Mexican Gulf Agricultural Co.; M. H. Lewis, manager; D. J. Hoff, president. United States address, Postal Telegraph Building, Kansas City, Mo. Owners of "Dos Rios" plantations, on Isthmus of Tehuantepec.	Tropical agriculture.....	500,000.00
Mexican Tropical Planters' Co., owners of "Colombia" plantation, Isthmus of Tehuantepec. United States address, Postal Telegraph Building, Kansas City, Mo.	.....do .....	200,000.00
The Oaxaca Trading Co., Plantacion Rio Vista..	Growing sugar cane, coffee, rubber, and oranges.	100,000.00
Plantacion Colombia, Luis Kunz, manager.....	Lumber and sugar.....	150,000.00
Plantacion San Francisco; owners, F. E. Jones, Houston, Tex.; W. A. Disbrow, Kansas City, Mo.; F. A. De Verts, general manager.	Tropical agriculture, coffee, and rubber; owns coffee plant.	30,000.00
Playa Lucia; owners, F. A. De Verts, manager of Plantacion San Francisco, and F. E. Jones, Houston, Tex.	Culture of rubber and rice just being started; capital nominal.	

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

HACIENDAS, RANCHES, AND FARMS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF VERA CRUZ—continued.</b>		
<i>Santa Lucrecia—Continued.</i>		
Solo-Suchil Plantation Co.; president, Daniel B. Holmes, Kansas City, Mo.; manager, R. O. Price.	Tropical agriculture.....	\$20,000.00
Suchil Coffee and Rubber Co.; C. E. Ransin, president; W. W. Donnan, treasurer; H. C. Chappell, secretary, Independence, Iowa; G. H. Haymond, superintendent.	.....do.....	40,000.00
Tres Rios Plantation Co.; H. W. Bennett, president; W. W. Donnan, treasurer; C. E. Ransin, secretary, Independence, Iowa; A. B. Luther, superintendent, Coatzacoalcas.	Present invested capital to be increased semiannually by \$10,000 up to \$100,000.	60,000.00
<i>Tamos.</i>		
Tehuantepec Mutual Planters' Co., of Illinois...	Raising fruit, cattle, and cane .....	22,222.22
<i>Tzonapa.</i>		
Laguna Chica Plantation Co., Santiago; (James) Graham, manager. United States address, 804 Fullerton Building, St. Louis, Mo.	Coffee, bananas, pineapples, oranges, lemons, etc.	50,000.00
<i>Tierra Blanca.</i>		
Hacienda de Yale; Trowbridge & Willis, representing Alfred Bishop Mason, president Vera Cruz and Pacific Railroad.	Six thousand acres of land, of which 300 acres have been cleared and 100,000 rubber trees planted; amount of capital not reported.	.....
<i>Tuxpam.</i>		
Andrews, P. A.....	Stock raising and making cheese; has 5,000 acres of land on Tuxpam River, valued at \$4,444.44, and 200 head of cattle.	11,111.11
La Mexicana Land and Colonization Co., W. L. Crawford, manager. United States address, room 900, 52 Broadway, New York City.	Stock raising, rubber and vanilla culture; plantation of 6,000 acres, improved, with 60,000 rubber trees, 30,000 vanilla vines, 300 head of cattle; lies 1 mile below town, along river.	50,000.00
<b>STATE OF YUCATAN.</b>		
<i>Merida.</i>		
Bloodworth, James.....	Hennequen .....	70,000.00
Thompson, Edward H., consul of the United States.	Cattle and sugar plantation.....	150,000.00

HOTELS, BOARDING HOUSES, RESTAURANTS, SALOONS.

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Le Masney, Richard, Calle Ojo Caliente.....	Saloon and billiards.....	\$4,500.00
<b>STATE OF CHIAPAS.</b>		
<i>Tapachula.</i>		
Mahnken, Frederick.....	Hotel (see Haciendas, ranches, and farms).	.....
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Labansat, A.....	Proprietor of Palace Hotel.....	888.88
McLain, R. W.....	Proprietor of Robinson House.....	5,000.00
<i>Ciudad Juarez.</i>		
Broeig, Hugo.....	Bar room "Montezuma".....	888.88

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## HOTELS, BOARDING HOUSES, RESTAURANTS, SALOONS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA—continued.</b>		
<i>Escalon.</i>		
French, F. E .....	Hotel .....	\$2, 222. 22
<i>Santa Barbara.</i>		
Sears, John A .....	Lodging house and saloon .....	666. 66
<i>Santa Rosalia.</i>		
Galentine, Norman E .....	Hotel and baths; health resort .....	88, 888. 88
<b>STATE OF COAHUILA.</b>		
<i>Torreón.</i>		
Clifford, James T .....	Saloon .....	4, 444. 44
Martin, J. P .....	Hotel .....	8, 555. 55
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
Benson, H. J .....	Proprietor of Richelieu Hotel, New Richelieu Hotel, and Hotel San Carlos.	4, 444. 44
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Conty, T. D., Primera Estaciones 1 .....	Proprietor Hotel Two Republics, also mining and ranch.	78, 888. 88
Keeffe Brothers, Charles L., Thomas H., and P. M. Keeffe, Primera San Francisco 6 and 12.	Two saloons .....	15, 555. 55
Porter, Mrs. C. M., Primera San Francisco 4 .....	Restaurant .....	444. 44
Southgate, Mrs. N. L., Segunda Balderas 2 .....	Boarding house .....	888. 88
<b>STATE OF GUANAJUATO.</b>		
<i>Silao.</i>		
March & Co., Rufe P .....	Restaurant (see Groceries) .....	
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Bahl, Mr. and Mrs. C. F .....	Hotel .....	4, 444. 44
<i>La Barca.</i>		
Jackson, J. T .....	Railroad eating house .....	1, 111. 11
<i>Ocotlán.</i>		
Scott, Winfield .....	Proprietor Lake View House (see Photographers).	
<b>STATE OF MORELOS.</b>		
<i>Cuernavaca.</i>		
Birge, H. H .....	Hotel La Bella Vista .....	8, 888. 88
Hall, H. L .....	Hotel Morelos .....	8, 555. 55
La Baron, Dr. Eugene .....	Hotel Sanitarium .....	2, 666. 66
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Glass, Mrs. E. R. ....	Hotel Topo Chico .....	18, 888. 88
Hahliway & Holstein .....	Hotel de Leon .....	4, 444. 44
Miller, I. H .....	Hotel Windsor .....	4, 444. 44
Rohr, Henry B .....	Café International .....	2, 666. 66
<b>STATE OF SONORA.</b>		
<i>Hermosillo.</i>		
Cohen Brothers .....	Hotel Central .....	4, 444. 44

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## HOTELS, BOARDING HOUSES, RESTAURANTS, SALOONS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
STATE OF SONORA—continued.		
<i>Torres.</i>		
Oldendorf, Theo .....	Hotel.....	\$4,444.44
<i>Ures.</i>		
Killeen, Louis.....	Proprietor United States Hotel.....	4,444.44
STATE OF TAMAULIPAS.		
<i>Tampico.</i>		
Clark & Clark (Ralph B. Clark, American; Geo. Clark, Canadian).		2,222.22
STATE OF VERA CRUZ.		
<i>Coatzacoalcas.</i>		
Conklin, George.....	Liquors.....	444.44
<i>Orizaba.</i>		
Mauries, Aleine.....	Railroad eating house.....	2,222.22
Total.....		265,944.31

## IMPORTERS AND EXPORTERS.

STATE OF AGUAS CALIENTES.		
<i>Aguas Calientes.</i>		
Culver, A. B., jr.....		(a)
STATE OF CHIHUAHUA.		
<i>Jimenez.</i>		
Russek, Marcos.....	Importer and exporter. (See Wholesale and retail general merchandise.)	
FEDERAL DISTRICT.		
<i>City of Mexico.</i>		
Cornwell, Albert T., Primera San Francisco 8...	General importing and exporting business, specialty importing paper and paper pulp.	\$32,322.22
Heuer & Co., E., successor to E. Heuer, Alcalceria 27, Apo 11.	Importer of American pianos and organs, general commission business; said to be the first dealer to introduce the American piano into Mexico.	8,888.88
STATE OF NUEVO LEON.		
<i>Monterey.</i>		
Watson, R. N.....	Importer.....	17,111.11
STATE OF PUEBLA.		
<i>Puebla.</i>		
Butler, S. L., branch house in Jicaltepec, Vera Cruz.	Exporting vanilla, coffee, and skins.	66,666.66
Caden, Thomas.....	Exporter of hides and skins.....	2,222.22
Haynes, L.....	Exportation of hides, skins, and coffee.	40,000.00
Headen, William, Apo 87, consular agent of the United States.	Exporter of beef hides, goat and deer skins, cattle hair, dyewoods, ixtle, etc.	20,000.00
STATE OF SAN LUIS POTOSI.		
<i>San Luis Potosi.</i>		
Steinhardt, S. V.....	Exporter of hides, skins, ixtle, etc....	4,444.44

(a) Nominal capital.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## IMPORTERS AND EXPORTERS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF TABASCO.</b>		
<i>San Juan Bautista.</i>		
The Guatemalan and Mexican Mahogany and Export Co., main office Woodbridge Building, 100 William street, New York City.	Exportation of mahogany, and sugar hacienda.	\$200,000.00
Schindler, Frederick .....	Cutting and exporting mahogany, etc.	106,666.66
<b>STATE OF TAMAULIPAS.</b>		
<i>Ciudad Victoria.</i>		
Gleason, George.....	Exporter ( <i>see</i> Manufactories, foundries).	.....
<b>STATE OF VERA CRUZ.</b>		
<i>Coatzacoalcas.</i>		
Mexican Mercantile Co., H. W. Conner, president.	Importers and exporters, bankers, wholesale and retail general merchandise.	100,000.00
<i>Orizaba.</i>		
Hard & Rand, of New York, John Roper, jr., Apo 34, representative.	Exporters of coffee .....	33,333.33
Total.....		632,666.63

## INSURANCE COMPANIES.

<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Surety Co. of New York, branch office, Callejon Espiritu Santo 16.	Surety insurance; deposited in National Bank of Mexico (Banco Nacional de México.)	\$44,444.44
The Equitable Life Assurance Society of the United States, Massie & Le Mon, general managers, Vergara 4, Equitable Building.	Life insurance.....	.....
Mutual Life Insurance Co. of New York, Mexican branch, 2 <sup>a</sup> Independencia 4.	.....do .....	.....
New York Life Insurance Co., branch office, San Agustin 316.	Life insurance, mutual company.....	.....
North American Accident Insurance Co., W. S. Jones, resident manager, Centro Mercantil 21.	Accident and health insurance, branch office.	.....
Travelers' Insurance Co. of Hartford, Conn., Calle Nuevo 34, L. J. Bullard, director-general for Mexico.	Life and accident insurance.....	.....
Total.....		44,444.44

## \*LIVE-STOCK DEALERS AND LIVERY.

<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Brooks & Powers.....	Livery.....	\$2,222.22
<i>Colonia Juarez.</i>		
Bentley & Harris .....	Live stock. ( <i>See</i> Wholesale and retail general merchandise.)	.....
Eyring, Henry .....	.....do .....	.....
Stowell, Brigham .....	Live stock.....	11,111.11
<i>Nueva Casas Grandes.</i>		
Booker, L. E. ....	Cattle dealer .....	8,888.88
Lee, Robert .....	Wagon yard and cattle.....	4,444.44



Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## LIVE-STOCK DEALERS AND LIVERY—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Blum, L., Nuevo Mexico 12 .....	Importer of live stock .....	\$11, 111. 11
Cazaux, August, Palace Stables, Paseo de la Reforma 310.	Importer of fine stock, carriages, etc., \$17, 777. 77 in business; \$115, 555. 56 in house, stables, and adjoining land.	33, 333. 33
McCullough, C. H., Primera Mina 14 and Boonville, Mo.	Importer of fine stock .....	20, 000. 00
Mundy & Sons, H. M., Gante 4 and El Paso, Tex.	Importers of fine stock, own tract of land in State of Sonora.	2, 222. 22
Owens, T. W., Primera Mina 14 .....	Live stock .....	5, 000. 00
Rhodes, G. W., Primera Mina 14 .....	do .....	5, 000. 00
Walker, C. C., Primera Mina 14 .....	do .....	3, 000. 00
<b>STATE OF OAXACA.</b>		
<i>El Zapote, via Pulla.</i>		
Sponagle, Carlos E .....	Cattle, tobacco, and general merchandise.	8, 888. 88
Total .....		115, 222. 19

## LUMBER AND SAW MILLS.

<b>STATE OF CAMPECHE.</b>		
<i>Campeche.</i>		
Lucas, S. H. ....	Logwood and mahogany .....	\$3, 888. 88
Mexican Exploitation Co., home office, Jersey City, N. J.	Exploitation of a tract of forest land, principally extraction of gum and logwood.	
Pennsylvania Campeche Land and Lumber Co., C. S Horton, president, Williamsport, Pa.	Lumber, mahogany, cedar, and logwood; owns 522, 228 acres of land.	
San Isidro Land Co. ....	Exporting mahogany, logwood, etc.	300, 000. 00
<i>Champoton.</i>		
The San Pablo Co., Mason City, Iowa .....	Exporting timber and logwood, also cattle business.	350, 000. 00
<i>Laguna de Terminos.</i>		
The Campeche Lumber and Development Co. ....	Exploitation of chicle and corn .....	17, 777. 77
The Laguna Co .....	Exportation of mahogany, cedar, logwood, chicle, and india rubber, also agriculture.	177, 777. 77
<i>San Pablo.</i>		
Hartwood, J. W .....	Logwood .....	50, 000. 00
<b>STATE OF CHIAPAS.</b>		
<i>Tapachula.</i>		
Lasher, William (Guillermo) .....	Saw and planing mill, "La Reforma" ..	3, 555. 55
<b>STATE OF CHIHUAHUA.</b>		
<i>Casas Grandes.</i>		
Eyring, Henry .....	Sawmill .....	11, 111. 11
<i>Ciudad Juarez.</i>		
Pierce, J. W .....	Lumber yard .....	8, 888. 88
<b>STATE OF COAHUILA.</b>		
<i>Ciudad Porfirio Diaz.</i>		
Eagle Pass Lumber Co., of Eagle Pass, Tex., branch in Ciudad Porfirio Diaz, Coahuila, Kurt C. Stein, treasurer and general manager.	Lumber and other building material, hardware.	7, 500. 00
<i>Torreón.</i>		
Acres, A. F .....	Lumber .....	3, 555. 55
The Ulmer Lumber Co. ....	do .....	33, 333. 33

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## LUMBER AND SAW MILLS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
Smith & Hartman and John R. Davis—Ed. Hartman.	Timber .....	\$155,555.55
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
International Hardwood Co., J. E. Meginn, president, F. Navarro, vice-president, Ramon de Fernandes, I.	Native and imported lumber, white and yellow pine, and all kinds of hard woods from different parts of the United States.	26,666.66
Texas and Gulf Lumber Co., J. E. Meginn, president, Ramon de Fernandes, I.	Wholesale dealers and importers of lumber, ties, and timber for railroad construction.	10,000.00
<b>STATE OF MICHOAGAN.</b>		
<i>Zitacuaro.</i>		
Winn & Gordon .....	Lumber (see Mining) .....	
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Alvarez Land and Timber Co. ....	Cutting timber, etc. ....	122,222.22
Cameron & Ulmer, successors to F. S. Ulmer ....	Proprietors, wholesale and retail lumber.	36,702.22
Werts, R.S., La Madereria del Nacional, Apo. 191, resident of Indianapolis, Ind., 2506 East Tenth street.	Wholesale and retail lumber .....	2,222.22
<b>STATE OF TABASCO.</b>		
<i>Frontera.</i>		
McQueen, A. H. ....	Buyer of mahogany .....	111,111.11
<i>San Juan Bautista.</i>		
York, P. H. ....	do .....	44,444.44
<i>San Sebastian.</i>		
The Tabasco Hardwood Co. ....	Fine woods .....	33,333.33
<i>Tenosique.</i>		
Flint, Eddy & Co. (of New York) .....	Mahogany .....	66,666.66
<b>STATE OF TAMAULIPAS.</b>		
<i>Tampico.</i>		
Tampico Lumber Co., Keith & Narvall, of Beaumont, Tex., and W. C. Nichols, of Tampico.	Lumber, planing mill .....	17,777.77
Total .....		1,599,091.02

## MACHINERY, AGRICULTURAL IMPLEMENTS, SUPPLIES.

<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Braniff & Co., C. & O., Cadena, 19 .....	Agricultural and electrical machinery, printers' supplies, presses, etc.	\$222,222.22
Mexican General Electric Co., Plazuela Guardiola.	Sale of electrical apparatus and supplies.	50,000.00
The Mexico Mine and Smelter Supply Co. (Cia. Abastecedora de Minas y Fundiciones de Mexico), Esquina primera San Francisco y San Juan de Letran.	Machinery and supplies for mines, smelters, manufactories, and haciendas.	250,000.00
<b>STATE OF GUANAJUATO.</b>		
<i>Irapuato.</i>		
R. A. Barkley & Co. (R. A. Barkley, American; E. Wilson, English).	Machinery and carriages .....	26,666.66

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

**MACHINERY, AGRICULTURAL IMPLEMENTS, SUPPLIES—Continued.**

Firm name and location.	Nature of business.	Estimated capital.
<b>GUANAJUATO—continued.</b>		
<i>Leon.</i>		
Durst, E. A., representing the Star Drilling Machine Co., of Akron, Ohio, Apo. 44.	Dealer in well-drilling machinery and supplies; contractor of oil and water wells.	\$15,555.55
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Kipp, John H. ....	Agricultural and mining machinery and hardware.	111,111.11
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Van Voorhis & Sanford, Zaragoza, 9 (W. W. Van Voorhis, American; J. B. Sanford, English).	Machinery, mining supplies, assay supplies.	44,444.44
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Fogarty & Dickinson, Apo. 119 .....	General machinery .....	33,333.33
Total.....	.....	758,333.31

**MANUFACTORIES AND FOUNDRIES.**

<b>STATE OF AGUAS CALIENTES.</b>		
<i>Aguas Calientes.</i>		
Compania Ladrillera de Aguas Calientes, Mexican company, invested by G. B. Wardman, American.	Manufacture of brick .....	\$5,777.77
Fabrica de San Marcos, branch house of O'Bannon, Armitage & Co., of Chihuahua, Chihuahua.	Soda and mineral water syrups .....	10,000.00
Upton & Co., H. C. ....	Manufacturers of clothing .....	7,200.00
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Noake & De Smeth .....	Buggies and wagons .....	11,111.11
Ott, J. B. ....	Manufacturer of rubber stamps .....	444.44
West, Charles .....	Carriage building .....	2,222.22
<i>Ciudad Juarez.</i>		
Dieter & Sauer .....	Manufacturers of mineral waters (see General merchandise).	.....
<i>Colonia Juarez.</i>		
Bentley & Harris .....	Canning factory (see Wholesale and retail general merchandise and live stock dealers, etc.).	.....
<b>STATE OF COAHUILA.</b>		
Floyd, P., Laredo, Tex. ....	Sotal distillery .....	8,888.88
<i>Torreón.</i>		
Fundición de Hierro, S. A., Apo 96, W. N. Small, president; J. C. Lackland, secretary and treasurer; J. D. Groesbeck, vice-president and manager.	Foundry and machine shop .....	26,666.66
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
Depew Manufacturing Co., W. B. Depew, E. Hartman, John Stenner.	Lumber, millwork, furniture, and mineral paint.	27,555.55
Fleishman & Co., Leon (branches at Torreón, Coahuila, Leon, Guanajuato, and Santiago Papasquiaro, Durango).	Soda water .....	11,111.11
Mexican National Iron and Steel Co., Des Moines, Iowa, and Durango.	Manufacture of pig and bar iron and mining machinery.	177,777.77

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## MANUFACTORIES AND FOUNDRIES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Furniture Manufacturing Co., Avenida Juarez 2.	Manufacturing and selling of furniture.	\$38,702.98
American Paint and Varnish Works, Frank Marsh, superintendent and manager, 2 <sup>o</sup> Calle del Sur 12.	Paints, colors, white lead, varnishes, japan.	17,777.77
Boll, Mrs. P. E., Pelota 435 and Revillagigedo 448.	Manufacturer of El Rapido disinfecter.	2,222.22
Brisben, C. B., manager of Galvanized Iron Co., Alconedo 1 <sup>o</sup> .	Mexican company, in which he has invested.	18,333.33
Butts & Christie, 5 <sup>a</sup> Mina 7.	Planing mill, manufacturing, and lumber.	6,666.66
Cerveceria Central, S. A. (Central Brewery), Rancho del Chopo, 8 <sup>a</sup> Calle del Cipres.	Brewery.	111,111.11
Compania de Colores y Productos Quimicos, S. A., Don Juan Manuel 24.	Colors and chemical products.	4,444.44
Compania de las Pildoras Nacionales, Charles M. Harrison, proprietor, Apo 758 or Panuco, Vera Cruz.	Manufacturing and selling an anti-malarial tonic pill.	4,444.44
Daniels & Garcia, successors, Fox Daniels, proprietor, 4 <sup>a</sup> Providencia 1.	Manufacturing printers' rollers.	666.66
Fabrica Mexicana de Velas Estearicas Refinadas, S. A., Primera Guerrero 134.	Manufacturing candles (estearina) and wooden packing boxes.	22,222.22
La Imperial, S. A., Joe. Kaiser, manager, Primera San Francisco 13.	Confectioners.	83,333.33
McVicar, H. W., Primera Guerrero 6.	Manufacturer of frames.	8,888.88
Mexican Lumber Co. (H. N. Walford, English; Charles Clegg, English; John J. Moylan, American), Calle Salazar y Alberca Pane.	Manufacturers of lumber.	100,000.00
Mexican School Furniture Co., 3 <sup>a</sup> Pesado, J. R. Ambrosius, president; W. A. Perry, secretary and treasurer (recently started).	School furniture and opera chairs.	50,000.00
The National Iron and Steel Works, T. R. Hasam, president; F. W. Johnstone, vice-president and general manager, Calzada de los Gallos.	Construction and repairs of machinery, rolling mill.	177,777.77
Scott & Bowne, Frank S. Merrow, manager, Avenida Morelos 803 (branch of New York house).	Manufacturing chemists; impossible to state capital employed in Mexico.	
Strauss, Kuhn & Co., distillery "por la Viga," Apo 767, Leo. S. Kuhn and F. V. Strauss, of Philadelphia, Pa.	Grain alcohol distillery.	311,111.11
Waters Pierce Oil Co., 2 <sup>a</sup> San Francisco 11.	Manufacture and sale of oils, soap, etc.	1,333,333.33
Will & Baumer (Louis Will and Anton F. Baumer, of the Will & Baumer Co. of Syracuse, N. Y.), "La Moderna, Fabrica de Velas (candle factory), 2 <sup>a</sup> Ribera de San Cosme 274.	Manufacture of wax and stearic candles.	14,400.00
Wolina, Samuel F., San Juan de Letran 9.	Manufacture and sale of trunks, satchels, and leather goods.	17,777.77
<b>SANTA JULIA, TACUBA.</b>		
The Mexican Clay Manufacturing Co. (United States office, Cleveland, Ohio).	Manufacture of sewer pipe, firebrick, electric-wire conduits, etc.	111,111.11
<b>STATE OF GUANAJUATO.</b>		
<i>Celaya.</i>		
Celaya Bottling Co.	Carbonated water.	4,444.44
<i>Irapuato.</i>		
Barkley, Ward & Co.	Manufacture of shoe blacking and polishes, paints, white lead, carriage-top dressing, axle oils, etc.	6,666.66
<b>STATE OF GUERRERO.</b>		
<i>Acapulco.</i>		
Stephens & Co., successors.	Oil and soap manufacturers (see also Haciendas, ranches, and farms).	44,444.44
<i>Oajitincullapa.</i>		
Miller & Beguera, Charles A. Miller, manager (American).	Oil and soap factory, cotton mill, stock raising.	111,111.11
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
American Chemical Co.	Manufacture of essential oils, etc.	4,444.44
Beaumont & Baylor, Calle de Belen 75.	Hosiery.	1,434.49

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MANUFACTORIES AND FOUNDRIES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF JALISCO—continued.</b>		
<i>Guadalajara—Continued.</i>		
Cerveceria La Perla, S. A., Joseph M. Schnaider, president; Walter Schnaider, vice-president, sole proprietors.	Brewing of beers.....	\$177,777.77
Chisholm, Frederic J., Apo 303 .....	Cultivation of perfume plants and manufacture of perfumers' material therefrom.	1,555.55
Corona Vela Cia, S. A. ....	Manufacture of candles .....	8,888.88
Jalisco Canning Co. ....	Canning fruits and vegetables .....	8,888.88
Jalisco Packing Co., S. A., A. Newell, treasurer..	Canning fruits, vegetables, and meats, American interest.	24,444.44
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>Ensenada.</i>		
H. De Garmo & Co., 365 East Second street, Los Angeles, Cal.	Canning lobsters .....	5,000.00
<b>STATE OF MEXICO.</b>		
<i>Iztlahuaca.</i>		
Copeland, Geo. H. ....	Manufacture of lumber.....	33,333.33
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Floyd, P., Laredo, Tex. ....	Maguey distillery .....	4,444.44
J. C. Ayer Co., Lowell, Mass., Eduardo Bremer, representative; Alfredo Slack, Primera Independencia 4, City of Mexico, agent.	Manufacture of proprietary medicines.	22,222.22
The Cuauhtemoc Brewery.....	Brewing of beers, American interest.	222,222.22
Fabrica Anahuac .....	Woodworking plant.....	18,333.33
The Monterey Brick Manufacturing Co.....	Brick plant.....	222,222.22
Monterey Foundry and Manufacturing Co., Apo 63.	General foundry and machinery.....	375,000.00
The Monterey Iron and Steel Co. of Monterey, Limited.	Iron and steel, American interest; Kelly family, of New York, one-third of capital.	1,481,481.48
The Monterey Wire Nail Co.....	Manufacture of wire nails.....	133,333.33
Robertson, J. A. ....	Manufacture of brick ( <i>see</i> Haciendas, ranches, and farms).	.....
Wiggins, E. J. ....	Woodworking plant.....	6,666.66
<b>STATE OF OAXACA.</b>		
Continental Sugar Refining Co., 614 Fullerton Building, St. Louis, Mo.	Manufacturing sugar in the state of Oaxaca as soon as the proposed sugar mill is erected.	.....
<i>Oaxaca.</i>		
Oaxaca Chemical Co. (Samuel Webster and Charles H. Arthur, consular agent of the United States).	Manufacture of patent medicines....	10,000.00
<i>Utero.</i>		
Alexander, J. C. ....	Manufacture of aguardiente (alcohol) from sugar cane.	17,777.77
<b>STATE OF PUEBLA.</b>		
<i>Cholula.</i>		
Gourey, José.....	Manufacture of soap and dairy products.	2,666.66
<i>Puebla.</i>		
Viuda, Marshall y Berna, Apo 46 (Felipe (Philip) Berna, American, manager).	Foundry and machine shop.....	50,000.00
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Willard & Co.....	Linenweaving, machinery \$10,222.22; working capital, \$15,556.55.	25,777.77

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MANUFACTORIES AND FOUNDRIES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF SINALOA.</b>		
<i>Ahome.</i>		
Aguilla Sugar Refining Co., B. F. Johnston, president.	Sugar refining .....	\$350,000.00
Sinaloa Sugar Co. ....	Sugar refinery .....	222,222.22
<i>Mazatlan.</i>		
Felton Hermanos (Brothers) .....	Manufacture of wagons, carriages, matches, ice, brooms, and saddlery.	222,222.22
Schule, Jacob .....	Brewery .....	26,666.66
<i>Novalato.</i>		
Almada Sugar Refining Co. ....	Sugar refinery .....	3,111,111.11
<b>STATE OF SONORA.</b>		
<i>Guaymas.</i>		
Chisem, P. B. ....	Manufacture of leather (see also Mining).	66,666.66
<i>Hermosillo.</i>		
American Cracker Factory .....	Manufacture of crackers and cakes ..	11,111.11
<b>STATE OF TAMAULIPAS.</b>		
<i>Ciudad Victoria.</i>		
Gleason, George .....	Manufacturer of soda water and exporter.	6,666.66
Snider, George .....	Burning of lime .....	888.88
Storms, W. J., consular agent of the United States.	Manufacturing .....	11,111.11
<i>Nuevo Laredo.</i>		
Lacoste, F. ....	Ice factory and mineral water .....	6,000.00
<i>Tampico.</i>		
Earle & Goetsch (Mrs. C. T. Earle, Ocean Springs, Miss.; G. F. Goetsch, Tampico.)	Turtle canning, fruit canning, raising tomatoes for northern market.	13,333.33
Klein, Wm. ....	Soda water .....	13,333.33
<b>STATE OF VERA CRUZ.</b>		
<i>Buena Vista.</i>		
Cockrell, W. S. ....	Manufacture of sugar and aguardiente (see Haciendas, ranches, and farms).	.....
<i>Tuxpam.</i>		
Eckard, F. Alfred .....	Brick and tile manufacturer .....	3,555.55
<b>STATE OF ZACATECAS.</b>		
<i>Zacatecas.</i>		
Lawrence Brothers .....	Iron and brass foundries and machinists.	16,444.44
Total .....		9,768,996.40

## MINING.

<b>STATE OF AGUAS CALIENTES.</b>		
<i>Aguas Calientes.</i>		
Agua Calientes Metal Co., A. Doerr, manager ...	Copper mining: also Asientos .....	\$15,555.55
Compania Exploradora del Refugio, Apo 24. ....		(a)
Compania Minera la Fortuna, Apo 24. ....		(b)
Daniel, J. M., Apo 16, owner Leonera and Huerta mines.		.....

<sup>a</sup> Mexican company, invested by G. B. Wardman, American, 56 per cent, equal to \$2,488.88.

<sup>b</sup> Mexican company, invested by G. B. Wardman, American, 20 per cent, equal to \$8,888.88.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF AGUAS CALIENTES—continued.</b>		
<i>Asientos.</i>		
Asientos Mining Co., H. Rabb, manager.....		\$25,000.00
<i>Tepezala.</i>		
Guggenheim Sons, M.; main office, 71 Broadway, New York City; San Agustín 7, City of Mexico, I. J. Selligman, representative.		2,500,000.00
<b>STATE OF CHIHUAHUA.</b>		
The Candelaria Mining Co., Britton Davis, manager, El Paso, Tex.; 100 Broadway, New York City.		600,000.00
The Juarez Co., Britton Davis, president, El Paso, Tex.; main office, 45 Wall street, New York City.		150,000.00
<i>Babcora.</i>		
Hearst estate.....	(See Haciendas, ranches, and farms)	
<i>Barranca del Cobre.</i>		
Barranca Copper Co.; main office, 120 Liberty street, New York City; C. B. Lewis, president; Schuyler Lawrence, manager.	Mining and milling copper, gold, and silver ores.	500,000.00
Lawrence, Schuyler .....		8,888.88
<i>Batopilas.</i>		
Batopilas Mining Co., 29 Broadway, New York City.	Mining and metallurgy .....	12,058,352.90
<i>Casas Grandes.</i>		
Palmer & Dubs .....		4,444.44
<i>Chuichupa.</i>		
Guaynopa Mining and Refining Co., Col. Louis, manager.	Mining and smelting.....	22,222.22
<i>Chihuahua, Santa Eulalia district.</i>		
Baltimore Mining Co .....		
Bird, W. A .....	(See Architects, engineers, and contractors.)	
Callahan & McDermott.....		22,222.22
La Descubridora Mining Co .....		666,666.66
Flower, Dr. R. C .....	Representative of American mining companies.	266,666.66
Mitchell & Co., John, Apo 145 .....	Leasing.....	2,222.22
Qualey, Jas. S.....		50,000.00
San Foy Mining Co .....		
Santa Eulalia Mining Co.....	Mines and railroad.....	1,000,000.00
<i>Concheno.</i>		
Compañía Beneficiadora del Concheno.....	Gold and silver mining .....	666,666.66
<i>Dolores, Matachic.</i>		
Dolores Mining Co., Frank Ashton, general manager.		
<i>El Socorro.</i>		
El Socorro Mining and Milling Co., Wm. G. Gibson, general manager.		
<i>Guadalupe y Calvo.</i>		
Rosario Mining and Milling Co., F. L. Sizer, general manager.		1,000,000.00
<i>Guazapares.</i>		
Guazapares Mining and Milling Co., F. H. Husted, president; J. R. Harbottle, treasurer; E. T. Hovelman, secretary.		632,999.38

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA—continued.</b>		
<i>Matachi.</i>		
Pender, J. N .....		\$4,444.44
<i>Meoqui.</i>		
Hathaway, Stanley, estate of .....	Copper mining .....	
<i>Montezuma.</i>		
Quo Vadis Mine, H. Parker, manager .....	Copper mine .....	888.88
<i>Moris.</i>		
Braun, Theodore A. P. ....	Mining and milling .....	44,444.44
<i>Nueva Casas Grandes.</i>		
Palmer, Berg & Co., J. A. Palmer, manager .....		
<i>Ocampo.</i>		
Belvanera Mining Co., Capt. John C. Beatty, general manager .....	Mining and milling .....	
Belen Mining Co. ....	do .....	222,222.22
Buenaventura Mining Co., H. B. Lawrence, general manager .....		
Lawrence, H. B. ....		
Refugio Mining Co., El. Louis Schroeder, manager .....		
Sahuayucan Mining Co., Theo. Havercoote, manager .....	Mining and milling .....	
<i>Parrai.</i>		
American Zinc Extraction Co., represented by the Meyer-Clarke-Rowe Mines Co., 402 New England Building, Kansas City, Mo. ....		75,000.00
Cruiger & Eschauzier .....		4,444.44
Flynn, James F., Apo, 853 .....	Mining and purchase and sale of ores .....	15,555.55
Hidalgo Mining Co., John H. Wilson, president; S. E. Gill, secretary and treasurer; John R. McGinley, vice-president, Pittsburg, Pa.; R. J. Long, general superintendent; James I. Long, general manager .....	Mining, milling, and merchandising; owns 18 mines and two lixiviation plants of 150 tons capacity; capital stock, \$488,888.88; surplus, \$177,777.77.	666,666.66
Long Brothers .....	Mining, milling, merchandising, banking, and cattle raising .....	222,222.22
Pettit, Wm. V., Apo, 10 Bis. ....		42,500.00
<i>Sabinal.</i>		
Aventurera Mining Co., Britton Davis, El Paso, Tex., president .....		125,000.00
Progreso mine, A. E. Turner, manager .....	Silver mine .....	
<i>San Pedro.</i>		
Cuatro Amigos Mining Co. ....	Copper mining .....	4,444.44
Durack, Patrick .....		
Eldridge & Harper .....		2,222.22
Kelley, T. A. ....	Lead and silver mining .....	
<b>STATE OF COAHUILA.</b>		
<i>Ciudad Porfirio Diaz.</i>		
Fuente Coal Co. ....	Coal mining .....	500,000.00
<i>Jimulco.</i>		
Jimulco Mining Co., Otto Wahrmond, president .....	Copper mining .....	500,000.00
<i>Las Esperanzas.</i>		
Mexican Coal and Coke Co.; main office 60 Grand street, Jersey City, N. J.; James T. Gardner, president; Edwin Ludlow, manager; Chas. J. Feabody, treasurer; Howard Dutcher, secretary .....		5,000,000.00



*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF COLIMA.</b>		
<i>Manzanillo.</i>		
Pan-American Exploration Co.; home office, 711 Union Trust Building, St. Louis, Mo., A. K. Vickers, president.	Copper mining .....	\$100,000.00
Stadden, Ricardo M. ....	do .....	2,666.66
<b>STATE OF DURANGO.</b>		
<i>Canelas.</i>		
Campania Minera Beneficiadora "El Toro," S.A.	Mining and reduction of ores .....	
<i>Descubridora, via Conejos.</i>		
Descubridora Mining and Smelting Co .....		250,000.00
<i>Durango.</i>		
Payne, Arthur C., Apo 59 .....		33,333.33
<i>Guanacevi.</i>		
Guanacevi Mining Co. (Hearst estate) .....	(See Hearst estate, Babicora, Chihuahua; Haciendas, ranches, and farms.) .....	
The Mexican Mines Co., main office, 153 Milk street, Boston, Mass.		
Santa Cruz and Anita Mining and Milling Co. ....		
<i>La Parrilla.</i>		
The Vacas-Quebradilla Junction Mines Co., Ed. Williams, manager.		
<i>Maptmi.</i>		
MacTeague, John J .....		8,368.86
<i>Panuco de Coronado.</i>		
San Luis Mining Co.; main office, 27 William street, New York City; Andy Evans, general manager.		350,000.00
<i>San Dimas.</i>		
Burns & Evans, "La Peurta Mining Co" .....		22,222.22
<i>San Fernando.</i>		
Fernando Mining Co. ....	Mining and reduction of copper, gold, and silver ores. ....	
<i>Santa Maria del Oro (Magistra).</i>		
Lustre Mining Co., main office 339 Fifth avenue, Pittsburg, Pa.	Gold mining and smelting, pyritic... ..	1,000,000.00
<i>Tamasula.</i>		
Guernsey & Puente .....		
<i>Tepehuanes.</i>		
Mina Grande Mining and Milling Co., H. W. Higley, manager.		44,444.44
<i>Topia.</i>		
The Gurney Mining and Milling Co., Genl. Charles Miller, president, Franklin, Pa.	Mining silver and lead ores .....	1,000,000.00
The Miller & Sibley Mining and Smelting Co., Joseph C. Sibley, president, Franklin, Pa.	do .....	500,000.00
<i>Vacas, Nombre de Dios.</i>		
Grace, Mary D.; main office, 541 Equitable Building, Denver, Colo.; Wm. J. Grace, manager for Mary D. Grace.	Vacas mines and annexes, mining and milling; property is being acquired by the Vacas-San Marcos Mining and Milling Co. ....	500,000.00

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF DURANGO—continued.</b>		
<i>Velardeña.</i>		
Hileta Gold and Silver Mining Co., Carter Barker, superintendent.		\$30,000.00
Kaerwer, Frank G.		
Hay Tunnel, San Domingo, and San Mateo mining companies, Carter Barker, superintendent.		
Santa Eulalia Mining Co.		
Velardena Mining and Smelting Co.		1,333,833.33
<i>Villa Corona, Ventanas.</i>		
Ventanas Consolidated Mining and Milling Co., H. H. Ward, president.	Mining, milling, and general merchandising.	100,000.00
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Smelting and Refining Co., main office, 71 Broadway, New York City; Mexico City office, San Agustín 7.	Properties in Sierra Mojada district, State of Coahuila, \$750,000; properties in Chihuahua district, State of Chihuahua, \$600,000; properties in Parral district, State of Chihuahua, \$250,000; properties in Asientos district, State of Aguas, Calientes, \$250,000.	1,850,000.00
Bedford, Lawrence F., La Industria 72	One-half interest in Amistad mine.	
O. and T. Braniff Co., main office, Rosales 9.	Mining and smelting at Cadereyta, State of Queretaro.	238,833.33
Central Mining Company of Zacatecas, la San Francisco 4, and Zacatecas, J. C. Mordough, president; W. S. Gage, manager.	Gold mining	25,000.00
Compañía Comercial Beneficiadora de Minerales, la San Francisco 12.	Mining and ore buying.	(a)
Compañía Metalúrgica Mexicana; main office, 27 William street, New York City; Mexico City office, Tiburcio 27; C. T. Ambridge, representative; smelter at San Luis Potosí, Apo 132; branch styled The Mexican Lead Co., Apo 115, Monterey, with \$1,500,000, operates lead and silver mines; branch styled Montezuma Lead Co., Santa Barbara, Chihuahua; mining properties in State of San Luis Potosí.	Concentration of gold, silver, and lead ores.	4,000,000.00
Compañía Minera de Tlapehuala, S. A., Wm. Hughes, secretary, Gante 8.	Mining in State of Michoacan.	4,444.44
Consolidated Mexican Co.; treasurer, D. O. Tiffany, 27 Pine street, New York City; general counsel, W. A. McLaren, la Independencia 36, City of Mexico.		200,000.00
Conty, T. D.	(See Hotels)	
Conway, E. H.	(See Dentists)	
Durst, J. W., Hotel Iturbide	Mining in Oaxaca, Guerrero, and Michoacan.	
M. Elasser & Co., San Juan de Letran 13.		500,000.00
Floyd, F., Laredo, Tex.	(See also Manufactories; Foundries; Real estate, etc.; Smelting and refining.)	4,444.44
French, Mrs. Wm. R., Donato Guerra 1447, Apo 2198.	Mining and real estate	24,000.00
Frost, W. A., American Bank, Gante 1	Owner of mines in Jalisco	86,000.00
Guggenheim Exploration Co., main office, 26 Broad street, New York City; Mexico City office, San Agustín 7; I. J. Selligman, representative; E. Doerr, general agent in Mexico, Santa Barbara, Chihuahua.		616,688.34
Hull, Walter B.	(See Printers and publishers; Real estate, etc.; Haciendas, ranches, and farms.)	
Moylan, John J., Avenida Morelos 84	(See also Architects, engineers, contractors.)	
Noian, P. J., Nuevo Mexico 7.		14,666.66
Old Mexico Mining Co., J. W. Durst, Hotel Iturbide, representative.	Mining in State of Oaxaca	

<sup>a</sup> American interest, 20 per cent; equal to \$7,555.55.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Pacific Coast Coal Co., 1000 Girard Trust Building, Philadelphia, Pa., E. V. B. Hoes, general manager.	Coal and railroads.....	(a)
Staples, W. O.....	(See Architects, engineers, contractors.)	.....
Trueheart, J. L.....	(See Brokers, etc.).....	.....
Tinoco Mining Co., Gante 8.....		\$10,444.44
<b>STATE OF GUANAJUATO.</b>		
<i>Guanajuato.</i>		
The Dwight Furness Co. (Dwight Furness, consular agent of the United States.)	Mining, ore buying, banking, merchandising, ore milling, etc.	133,333.33
Guanajuato Consolidated Mining and Milling Co., main office, 35 Wall street, New York City, M. E. MacDonald, manager.	Mining and milling of gold and silver ores.	266,666.66
Navidad Mines Co., main office, Colorado Springs, Colo., Geo. W. McElhiney & Co., representatives in Guanajuato.		11,111.11
Nagociacion Minera, La Aparecida mine, owners, John Harman and Geo. W. McElhiney & Co.		66,666.66
Negociacion de San Prospero, John J. Davidson, manager, care Geo. W. McElhiney & Co.		22,222.22
Pan-American Mines Co., J. M. Parker, president; R. C. Thayer, secretary; Geo. W. Bryant, representative in Mexico.		2,222.22
Victoria Mines Co., James F. Burns, president; Wm. A. Otis, vice-president; Frank G. Peck, general manager; represented in Guanajuato by Geo. W. McElhiney & Co.		88,888.88
<i>Santa Rosa.</i>		
La Libertad Mine, Lawrence P. Adams, manager.		.....
<b>STATE OF GUERRERO.</b>		
Balsas Valley Co., main office, Park Row Building, New York City, C. P. Mackie, manager.	Silver, gold, and copper mining.....	.....
<i>Buнавista Cuellar.</i>		
Dowling, John F.....		.....
<i>Guerrero del Oro.</i>		
Octagon Mining Co., Wm. Niven, general manager.		.....
Omitlan Exploration Co., Wm. Niven, second vice-president and general manager.		.....
<i>San Nicolas del Oro.</i>		
Reed, H. W., estate of, Mrs. H. W. Reed, Los Angeles, Cal.		26,666.66
<i>Tuzco.</i>		
The Colorin Mining Co.....		.....
Sierra Madre Mining Co.....		.....
The Trinidad Mining Co.....		.....
The Varones Mining Co.....		.....
<i>Teotitlan, via San Nicolas del Oro.</i>		
The Caledonia Exploration Co., Wm. Niven, secretary and general manager.		.....
<i>Tlaxcopec.</i>		
Teotepac and Esperanza No. 8 Mines, situated Teotepac Mountain, about 75 miles from Acaapulco, W. D. Tobey, San Francisco, Cal., W. V. Watson, R. N. Watson, J. A. Ord, manager.	Gold and silver, placer and quartz mining.	.....

a Expended in surveys and explorations, securing concessions, etc., \$110,000.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF HIDALGO.</b>		
<i>Juando, via Telepango.</i>		
Ray, J. Milton S .....		(a)
<i>Real del Monte.</i>		
Morton, Nye F .....		(b)
<i>Zimapan.</i>		
Zimapan Mining and Smelting Co., 115 Broadway, New York City.	Mining, smelting, ranching, and commercial \$300,000 working capital, and \$200,000 in lands, mining, and smelting property.	
<b>STATE OF JALISCO.</b>		
<i>Ahuahualco.</i>		
San Miguel Mining Co., main office, 71 Broadway, New York City.	Silver mines .....	
<i>Bolanos.</i>		
Anita Mining Co., main office, 11 Wall street, New York City.	Copper and gold; mining and smelting.	
<i>Guadalajara.</i>		
Agua Blanca Mining Co.		
Artec Copper Smelting Co., Palacio 2, J. R. Williams, general manager, 907-8 Stephen Girard Building, Philadelphia, Pa.	Mining and smelting copper ores .....	
Diaz Gold and Copper Co., El Palacio 2, J. R. Williams, general manager, 922 Drexel Building, Philadelphia, Pa.	Mining, milling, and smelting; not yet in operation.	
Geist, A. W. (Compania Minera Union en Cuale), Apo 26.	Mining, cattle raising, and farming.	\$150,000.00
Johnson, C., Carmen 52 .....		666.66
Keystone Copper Smelter Co., Palacio 2, J. R. Williams, general manager, 330 Drexel Building, Philadelphia, Pa.	Mining and smelting copper ores .....	
Light & Villagran (Edward B. Light, consular agent of the United States, and A. L. Villagran).		4,444.44
O'Boyle & Foy .....	(See Architects, engineers, contractors.)	
Potashinski, Wolf .....	Mines at Mixtlan .....	2,222.22
Walkup, L .....		
<i>Hostotipaquillo.</i>		
The American Mining Co., 323 Phelan Building, San Francisco, Cal., M. H. Mohrdick, secretary.	Mining and milling .....	
Gachupines Mining Co., Daniel B. Nichols, superintendent.	Silver and gold .....	
The Jalisco Mining Co., Isaac P. Martin, superintendent.	Mining and milling .....	50,000.00
<i>Tecalitlan.</i>		
Alto Mining Co., El .....	Copper and gold .....	
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>Alamo.</i>		
Pegot, Louis T .....		2,222.22
<i>Cedras Island.</i>		
Esperanza Mining Co .....	Gold and copper .....	225,000.00
<i>Ensenada.</i>		
The Julius Caesar Copper Co .....		
<i>La Paz.</i>		
Canoas Mining Co., L. Orynski, manager .....		11,111.11
Progreso Mining Co., James Vlosca, United States consular agent, general agent.	Silver mines at Triunfo .....	444,444.44

• \$388.88 invested in copper mines.

• \$1,333.33 invested in Real del Monte Co.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>TERRITORY OF LOWER CALIFORNIA—continued.</b>		
<i>Lordo.</i>		
Cunningham, E. S. D. ....	Copper mine .....	
<i>San Telmo.</i>		
Lombard, T. R., Bradbury Block, Los Angeles, Cal.	Owner Socorro gold mine .....	
<b>STATE OF MEXICO.</b>		
Brown, W. G.; Burchinell, Wm. K.; Myton, H. P.; Deutch, Wm.; O'Brien, J. P.; Denver, Colo.	Mining and smelting .....	
<i>El Oro.</i>		
Sahlberg, August .....		(a)
<i>Sultepec.</i>		
Hidalgo Mining and Smelting Co., G. G. Vivian, general manager.		\$75,000.00
Negociacion Minera, El Malacate, principal owners, Adolphe Rock and Jesse R. Grant, care American Club, City of Mexico.	Mining and smelting .....	266,666.66
<b>STATE OF MICHOACAN.</b>		
Santa Emilia Copper Co., 32 Broadway, New York City.		
<i>Chiranganguero.</i>		
Angang Copper Co. ....		
<i>Coalconan.</i>		
St. Louis and Mexico Mining Co., general offices, St. Louis, Mo.; Louis Haase, president; Edwin H. Wagner, vice-president; E. A. Marr, manager; J. D. Robertson, superintendent; Joseph Delabar, treasurer; B. B. Deems, secretary, 622 Roe Building.		
<i>Inguaran.</i>		
Azteca Mining Co., E. B. Sanderson, general manager, Avenida Madrid 108, City of Mexico.		
<i>Zitacuaro.</i>		
Gordon, Livingston R. ....		22,222.22
Winn & Gordon. ....	Mining and lumber .....	4,444.44
<b>STATE OF MORELOS.</b>		
<i>Huautla.</i>		
The Huautla Santa Ana Mining Co. ....	Mining and milling silver ores .....	177,777.77
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Andrews, J. H. ....	Mining in Tamaulipas .....	
Flyn, J. P. ....	Mining and real estate .....	
Harrison, Joseph H. ....	Mining and smelting .....	
Kelly, Edward, estate of. ....	Mining and industrial .....	311,111.11
Mealy, Wm. H. ....		
Meehan & Sons, J. ....	Mining and smelting .....	222,222.22
Monterey Mining, Smelting, and Refining Co., Limited.		(b)
Robertson, J. A. ....	(See Haciendas, ranches, and farms) .....	
Wilson, Newton R. ....	(See Smelting) .....	
Wright, Fred. A. ....		

<sup>a</sup> Manager Compañía Minera la Esperanza y Anexas, in which he holds an individual interest amounting to \$900,000.

<sup>b</sup> American interests, one-third, equal to \$888,888.88.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF NUEVO LEON—continued.</b>		
<i>San Jose, via Linares.</i>		
San Carlos Copper Co .....	Mining and smelting of copper .....	\$350,000.00
<b>STATE OF OAXACA.</b>		
<i>El Parian.</i>		
Frank B. Morse, S. en C., partner, J. J. Moylan, City of Mexico; leasing mines.	Mining and milling gold ores .....	11,111.11
<i>Oaxaca.</i>		
Chapman & Hart .....		2,666.66
The Cinco Senores Mining Co., C. C. Lastinger, manager.		
Hughes, Thomas E .....	Locating and selling mining properties and developing enough to show value of claims.	8,888.88
Lastinger, C. C. ....	San Carlos mine, Taviche district. ....	
Mexican-American Gold Mining and Milling Co., C. C. Lastinger, president and manager, F. E. Schooley, secretary; Sam. Sanger, treasurer.		
Webster, Samuel .....	Mining in district of Ixtlan .....	
<i>Ocotlan.</i>		
Compania Minera Cuauhtemoc, principal office Pittsburg, Pa.	Silver, gold, and copper .....	
Gold Hill Mining Co., W. W. Lastinger, manager.		
Lastinger, W. W. ....	Mines near Ejutla .....	
Southern Mexican Mining Co., W. W. Lastinger, manager.		
Summit Hill Mining Co. (Incorporated) main office 603 Franklin avenue, St. Louis, Mo.	Mines in Taviche, district of Ocotlan. ....	
Tlaloc Mining and Milling Co. (Incorporated), main office Paducah, Ky., mines at Taviche, district of Ocotlan.		
Vickery, Frank A., and Brill, J. W., equal partners in mines "La Topada," "La Central," and "La Victoria," at Ocotlan.		50,000.00
Vickery-Thompson Mining Co., Frank A. Vickery and W. W. Thompson, equal partners.	Gold and copper mining .....	100,000.00
<i>San Miguel Peras.</i>		
Los Reyes Gold Mining and Milling Co., W. D. Love, assistant secretary and treasurer.	Mining and milling of gold ores .....	
<i>San Pedro Molasco.</i>		
Oaxaca Mining, Milling, and Investment Co., J. S. Chapman, manager, district of Ixtlan.		
<b>STATE OF PUEBLA.</b>		
<i>Teziutlan.</i>		
The Teziutlan Copper Co., main office 27 William street, New York City.	Mining and smelting .....	1,000,000.00
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>Cerritos.</i>		
Sulphur Mining and Railroad Co. ....	Sulphur mining .....	55,555.55
<i>Charcas.</i>		
Palkinham, Edwin J. ....	Mining and ore buying .....	
Scantic Gold Mining and Milling Co., R. I. Henderson, assistant secretary, C. H. Hoffman, local superintendent.		150,000.00
<i>El Salado.</i>		
Miller, John A .....	Mining and merchandising .....	4,444.44

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF SAN LUIS POTOSI—continued.</b>		
<i>Ramos, via Salinas.</i>		
The Mexican Mining and Milling Co., C. A. V. Petersdorff, manager.		
<i>San Luis Potosi.</i>		
Creveling, J. G., jr., Apo. 134	Mining and ore buying	\$33,333.33
<b>STATE OF SINALOA.</b>		
Sinaloa and Sonora Mining and Smelting Co., main office 1133 Broadway, New York City.	Company owns about 42 square miles of land at the junction of the States of Sinaloa, Sonora, and Chihuahua.	600,000.00
<i>Badiraguato.</i>		
McCullom, A. T.		
Williams, Jack		4,444.44
<i>Copala.</i>		
Pushbaker, C.		8,888.88
Woolfskill, T.		222,222.22
<i>Cosala.</i>		
Dismuck & Co.		
Tyack & McKinzie.		4,444.44
<i>Culiacan.</i>		
Butterfield, F. E.		
Flores & Co.		
Gollivar, Charles.		5,333.33
Simansky, Bruno		
<i>Puerto.</i>		
Schultz, F. A.		3,555.56
Severechio Mining Co.		
Snider & Co.		
Tays, E. A. H.		
<i>Huinaquitilla.</i>		
Crawford, Jack		
<i>Mazatlan.</i>		
Dennis & Co., J. B.		
Felton, Hermanos		222,222.22
<i>Mocorito.</i>		
Wilkes & Flores		111,111.11
<i>Rosario.</i>		
Clois, A.		
Mariposa Co.		
Owens & Co., J. W.		
Santa Maria Co.		
Tajo Mining Co.	Mining and milling	1,000,000.00
Valenzuela Co.		
Zapato Co., El.		
<i>San Ignacio.</i>		
Carmen Mining Co.		
<i>Tumiaba.</i>		
Chase, Jacob.		
<i>Yecorato.</i>		
Duff, Robert A.		
Harrison & Co.		

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF SONORA.</b>		
California Mining Co., Altar district, principal office San Francisco, Cal.	Operates Yaqui and El Tiro mines and 20-stamp mill.	.....
Carroll, Wm. Gallatin, 40 Wall street, New York City.	Owms gold mine and 10-stamp mill near Carbo, Ures district.	.....
Clifford, Henry B., 10 Wall street, New York City.	Owms copper mines at Puertacitas; organizing company to operate them.	.....
Lozier Mining Co., L. W. Mix, resident director, Nogales, Ariz.	Owms mines in Altar and Magdalena districts.	.....
Volcan Mining Co., Britton Davis, manager, El Paso, Tex.		\$30,000.00
<i>Aconchi, Arizpe district.</i>		
Philadelphia Mine, W. S. Croux, proprietor, Nogales, Ariz.	Gold mine, with 10-stamp mill	.....
<i>Arizpe.</i>		
Arizpe Copper Mining Co., principal office, Prescott, Ariz.	Copper mines near Bacoachi, Arizpe district.	.....
Santa Rosalia Gold Mining Co., S. D. Kempton, superintendent.	Gold mine, with 10-stamp mill	.....
<i>Caborca.</i>		
Compania La Gran Provedora de Cobre, Altar district.		.....
<i>Carbo, Ures district.</i>		
Alma Mining Co., office in Denver, Colo.		.....
Copete Mining Co., Melczer Mining Co., New York City and Nogales, Ariz.	Mining and reduction of copper ore.	111, 111. 11
Socorro Mining Co.	Silver mining	.....
<i>Cianguila, Sahuaripa district.</i>		
Cianguita Copper Co., Col. Wm. Christy, president, Phoenix, Ariz.	Copper and gold mines.	.....
<i>El Copete, Ures district.</i>		
Belene Copper Co., Louis Killeen, general manager, Judge Huaspeth, 906 Journal building, Chicago, Ill., president.		.....
Clark, Hon. W. A., of Montana, Wm. Giroux, superintendent.	Copper mines near El Copete	222, 222. 22
Emma Mining Co., Ralph Dillon, general manager at El Copete; Walter L. Logan, general manager, 27 William street, New York City.	Copper mines	.....
<i>Gablan, Ures district.</i>		
Green, J. L.	Silver mines	.....
Kansas City and Sonora Mining Co.	Silver properties, with 10-stamp mill.	.....
Ures Consolidated Mining Co., office Monadnock block, Chicago, Ill.		.....
<i>Guaymas.</i>		
Chisem, P. B.	Two properties, gold, copper, and silver mines, and reduction works (see Manufactories, foundries).	40,000.00
San Jorge Bay and Oriental Co., Pasadena, Cal.	Owms mines in Altar district, near Gulf coast.	444, 444. 44
<i>Hermosillo.</i>		
Fresh, James, and Penman, James	Developing copper property in Hermosillo district.	8,888.88
Pacific Coal Co., Charles P. Egan, president.	Coal mines at San Marcial, Hermosillo district.	.....
Yaqui Copper Co., W. P. Harlow, general manager	Copper properties near Snaqui de Batuc, Sahuaripa district.	.....



Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.*	Estimated capital.
<b>STATE OF SONORA—continued.</b>		
<i>Huacapistlan, Ures district.</i>		
Colorado Mining Co., G. S. Miles, superintendent.	Gold mines near El Copets.....	.....
<i>La Barranca, Hermosillo district.</i>		
Mimbres Mining Co., E. T. Patterson, general manager.	Copper mining and smelting.....	.....
Southern Pacific Coal Co., Prof. E. T. Dumble, general manager, controlled by Southern Pacific Railroad Co.	.....	.....
<i>La Bufa, Sahuaripa district.</i>		
Richardson Brothers.....	Owners of La Bufa silver mine, reduction works at Santa Rosa, about 10 miles distant.	\$44,444.44
<i>La Calera, Altar district.</i>		
La Calera Mining Co., Nogales, Ariz., Bernard Granville, general manager.	Copper properties .....	.....
<i>La Cananea, Arispe district.</i>		
Greene Consolidated Copper Co. and La Cananea Consolidated Copper Co., 377 Broadway, New York City.	Company owns copper deposits, reduction works with daily capacity of 1,300 tons, 40 miles broad-gauge railway, 15 miles narrow-gauge railway.	7,500,000.00
La Democrita Mining Co.....	Mining and smelter with daily capacity of 200 tons.	444,444.44
Manzanal Mining Co., principal office, New York City, George Mitchell, general manager.	Copper properties in Arispe district, 40 miles southeast of La Cananea.	.....
<i>La Colorado, Hermosillo district.</i>		
Creston-Colorado Gold Mining Co., George J. McCarty, general manager.	Gold mines, with mill reducing 170 tons of ore daily, one big hoist, two small hoists, two tramways.	2,222,222.22
Grand Zodiac Mining Co., W. S. Morrow, manager.	Gold property near Suaqui Grande, Hermosillo district.	.....
San Xavier Mining Co., C. O. Rountree, general manager.	Silver mines at San Xavier, Hermosillo district.	.....
<i>La Concentracion, Sahuaripa district.</i>		
La Dura Mining and Milling Co., F. A. Hartman, president, Los Angeles, Cal.; A. Graff, vice-president, San Francisco, Cal.; F. Ench, treasurer, Oakland, Cal.; P. Scarborough, La Concentracion, general manager.	Mining and reduction mill at La Concentracion, with daily capacity of 50 tons.	222,222.22
Sullivan, J. F.....	Agent for Americans who are operating gold mine and small mill in the southwest corner of the Sahuaripa district.	.....
<i>La Concepcion, Alamos district.</i>		
Cook, T. E.....	.....	.....
<i>Las Cruces, Hermosillo district.</i>		
New York and Sonora Mining Co., M. Schlesinger, president, Denver, Colo.	Lead-silver mines with 80-ton smelter at Las Cruces.	444,444.44
<i>Magdalena, Magdalena district.</i>		
Cucurpe Gold Mining Co., principal office, Seattle, Wash.	Mines at Cucurpe, Magdalena district.	111,111.11
Emporia Mining Co.....	Gold mines at Emporia camp, Magdalena district.	.....
Nogales Mining Co. and Cerro Prieto Mining Co., Nogales Mining Co.	Owens 20-stamp mill and some property; Cerro Prieto Mining Co. owns mining property; two companies litigating; some persons hold stock in both companies.	.....
O'Brien, F. J., and associates .....	Own Guacameas gold mines with 20-stamp mill; also cattle raising.	.....
Pearson & Sons, J. C.....	Gold property .....	.....
Storman, J. B.....	Mining and merchandising .....	4,444.44

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF SONORA—continued.</b>		
<i>Matape, Ures district.</i>		
Andrews, E. L., and Symonds, J. C., Canton, Ohio.	Placer gold washing by machinery .....	
<i>Moctezuma, Moctezuma district.</i>		
Lady Calhoun Mining Co., principal office, 120 West Main street, Marshalltown, Iowa; Sonora Development Co., Kansas City, Mo .....	Gold and silver property .....	
<i>Mulatos.</i>		
The Rey del Oro Mining Co., Homer C. Crawford, general manager, main office, Franklin, Pa.	Erecting 250-stamp mill .....	\$222, 222. 22
<i>Nacosari, Moctezuma district.</i>		
Moctezuma Copper Co., Phelps, Dodge & Co., New York City.	Controls the corporation; copper mining and reduction; 100 miles broad-gauge railroad; 6 miles narrow-gauge railroad.	2, 222, 222. 22
San Jose Mining Co., Bisbee, Ariz., Suits & Riordan, proprietors.	Gold mines; one 10-stamp mill, one 5-stamp mill.	
Suits & Riordan, Bisbee, Ariz .....	Gold and silver mining and milling; one 10-stamp quartz mill, one 5-stamp quartz mill.	88,888. 88
<i>Nogales.</i>		
Big mountain Mining Co. Nogales, Ariz .....	Company is operating La Plancha de Plata silver mines, 18 miles southwest of Nogales, in the Magdalena district; 10-stamp mill in operation.	
<i>Santa Ana, Altar district.</i>		
California and Sonora Mining Co. ....	Owns Yaqui and Cajon de Amarillos gold mines in Altar district, working 10-stamp mill.	
<i>San Xavier, Hermosillo district.</i>		
Gold Coin Mining Co., Lew Ginger, general manager.	Silver mining .....	44,444. 44
<i>Soyopa, Ures district.</i>		
Chicago and Sonora Mining Co., 249 Dearborn street, Chicago, Ill., Dr. R. C. Coy, president.	Gold and copper properties; have 10-stamp mill in operation on gold property.	
Venice Copper Mining Co., Ben T. Scott, general manager; W. C. Urban, secretary, Venice, Ill.	Operating copper deposits and erecting smelter at Soyopa.	
<i>Suaqui Grande, Hermosillo district.</i>		
Chicago and Sonora Placer Mining Co., Griffin Building, Chicago, Ill., J. W. Kruse, president.		
<i>Tecoripa.</i>		
Guadalupeana Mining Co., H. H. Douglas, general manager.		
<i>Torres, Hermosillo district.</i>		
United States Graphite Co., H. C. Woodruff, general manager, Saginaw, Mich.; Z. F. Rawson, superintendent at Torres.	Operating graphite deposit about 80 miles southeast from Torressation, on the Sonora Railway.	222, 222. 22
<i>Tuape, Ures district.</i>		
Richfield Mining Co., principal office, Washington, D. C.	Gold mines near Rayon, Ures district.	
<i>Tubutama, Altar district.</i>		
Sonora Milling and Mining Co. ....	Silver mines, reduction, works in course of construction.	

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MINING—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF TAMAULIPAS.</b>		
<i>Ciudad Victoria.</i>		
Eureka Coal and Mining Co.....	Coal and iron mines.....	
<i>Matamoros.</i>		
Tamaulipas Mining Co.....	Mines vicinity of San Nicolas, Tamaulipas.	
<b>TERRITORY OF TEPIC.</b>		
<i>Islan del Rio.</i>		
La Castellana, San Ramon y Anexas.....		\$177,777.77
<i>Santa Maria del Oro.</i>		
Ickis, J. S., representing the Iowa and Mexico Mining, Milling, and Development Co., of Afton, Iowa.	Gold mine.....	
<i>Tepic.</i>		
Matayo Mining Co.....		
<b>STATE OF ZACATECAS.</b>		
<i>Concepcion del Oro.</i>		
Chamberlain, James F.....	Mining and ore buying, including value of real estate and personal property.	10,000.00
<i>Chalchihuites.</i>		
Williams, W. H.....		
<i>Fresnillo.</i>		
The Fresnillo Mining Co.; United States office 27 William street, New York City.	Mining and treating tailings by lixiviation.	40,000.00
<i>Guanajuatillo.</i>		
Compania Minera de Guanajuatillo, S. A., C. A. Hamilton, general manager.	Silver-lead mining, concentrating and cyanide treatment, 100 tons, daily capacity.	168,111.11
<i>Nieves.</i>		
Bentley, C. A., Hacienda de Almaden.....	Mining and lixiviation of ores.....	25,000.00
Hotchkiss, Edward, Keeper, Bryant S., Him. Adelbert P., of Torrington, Conn.; Luis Peyri, local manager.		30,000.00
<i>Pinos.</i>		
Schaefer, Adam, and Baer, H. A.....		
<i>Ramos.</i>		
Ramos Mining Co.....		(a)
<i>Sombrerete.</i>		
Farris & Phelps.....	Have 298 pertenencias or hectares, titled.	14,814.61
<i>Zacatecas.</i>		
San Diego Mining Co., George R. Pierce, American Club, City of Mexico, manager.	Silver mining.....	11,111.11
Spaulding, B. C.....	Mining and milling.....	
Total.....		95,052,534.27

<sup>a</sup> In liquidation.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## PHOTOGRAPHERS AND PHOTOGRAPHERS' SUPPLIES.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Harris, C. C., also Parral .....	Photographer and photographers' supplies.	\$8,888.88
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Adams, Alfred A., Callejon de la Olla 6 .....	Photographer, commercial work, views, photo buttons, enlargements, and advertising novelties.	1,111.11
American Photo Supply Co., T. R. Crump, proprietor, Profesa 1 .....	Photographic supplies .....	53,333.33
Cox & Carmichael, Primera Independencia 4 .....	Photography .....	1,555.55
Schlattman, H. F., Espiritu Santo 1 .....	do .....	3,555.55
Walte, C. B., Primera San Cosme 84 .....	Photographic views, wholesale and retail.	10,000.00
<b>STATE OF JALISCO.</b>		
<i>Ocotlan.</i>		
Scott, Winfield .....	Photography, views of Mexico .....	1,333.33
<b>STATE OF SINALOA.</b>		
<i>Mazatlan.</i>		
Darnell, J. W. ....	Photographer .....	2,222.22
Zuber, William .....	Photography .....	1,333.33
<b>Total</b> .....		83,833.30

## PHYSICIANS AND SURGEONS.

<b>STATE OF CHIHUAHUA.</b>		
<i>Ocampo.</i>		
Stell, W. M. ....	Physician, surgeon, and druggist .....	\$1,333.33
<i>Parral.</i>		
Flanagan, Thomas .....	Practice of medicine, surgery, and assaying ores.	2,000.00
<b>STATE OF COAHUILA.</b>		
<i>Torreón.</i>		
Carr, A. N. ....	Physician and druggist .....	1,777.77
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Deekens, A. H., Primera San Francisco 7 .....	Physician and surgeon, medical director for Mexico of the New York Life Insurance Co., of New York.	
Goodman, Albert R., Cadena 17 .....	Physician and surgeon .....	
Parsons, A. W., Primera San Francisco 7 .....	Physician and surgeon; invested in books, instruments, and furniture. (see also Real estate).	3,111.11
Rees, H. C., Baños del Harem, Coliseo Nuevo 11 .....	Practice of medicine .....	5,000.00
Shields, Lawrence, Primera Avenida Juárez 6 .....	Physician, house surgeon of American Hospital.	
Spence, H. Y., Primera Independencia 16 .....	Specialist eye, ear, nose, and throat .....	
Ulfelder, Sidney, Avenida Juárez 1 .....	Physician .....	
Westmoreland, C. W., Primera Independencia 16 .....	do .....	
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Dortch, F. W., San Francisco 20 .....	Practice of medicine .....	444.44
<b>STATE OF NUEVO LEON.</b>		
<i>Monterrey.</i>		
Steele, J. S. ....	Oculist and aurist .....	5,333.33

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

PHYSICIANS AND SURGEONS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
STATE OF SAN LUIS POTOSI. <i>Tuacanhuila.</i>		
Bryant, J. W. ....	Practice of medicine and cattle ranch.	\$6,666.66
STATE OF VERA CRUZ. <i>Vera Cruz.</i>		
Love, J. W. C. ....	Physician and surgeon ( <i>see also</i> Haciendas, ranches, and farms; real estate, etc.)	.....
Total.....		26,666.64

PLUMBERS.

STATE OF CHIHUAHUA. <i>Chihuahua.</i>		
Nishan, J. H., of the firm J. H. Nishan & Co. ....	Plumbing .....	\$4,444.44
FEDERAL DISTRICT. <i>City of Mexico.</i>		
Ebright, A. H., 3 <sup>a</sup> Independencia 7 .....		3,556.56
Freis, R., Canon 6 .....	Sanitary plumbing.....	4,444.44
Gleason, J. M., Nuevo Mexico 1.....		17,777.77
STATE OF JALISCO. <i>Guadalajara.</i>		
Carroll, W. B. ....	Plumbing and structural iron work..	22,222.22
Total.....		52,444.42

PRINTERS AND PUBLISHERS.

STATE OF CHIHUAHUA. <i>Chihuahua.</i>		
Mattox Bros., Apo 27 .....	Printing.....	\$6,666.66
STATE OF COAHUILA. <i>Torreón.</i>		
Torreón Enterprise, O. O. Mattox, proprietor....	Printing and publishing .....	2,222.22
FEDERAL DISTRICT. <i>City of Mexico.</i>		
Hoek & Co., F. P., Primera San Francisco 12 ...	Printers and publishers ( <i>see</i> Books, stationery, news stand.)	.....
Imprenta de Hull, Walter B. Hull, owner, * 2 Independencia 8.	Printing.....	136,556.56
Peeler & Co., A. J., A. J. and Lee Peeler, Gante 6, Apo 2183; United States address, 304 Main street, Dallas, Tex.; agency.	Publishers Illustrated Industrial World, a monthly journal in English and Spanish.	.....
Massey-Gilbert Co., successors, San Juan de Letran 13.	Publishers of the Blue Book of Mexico, a directory in English of English-speaking persons and business houses in general in the City of Mexico.	.....
The Mexican Herald, S. A.; Paul Hudson, manager, 2 <sup>a</sup> Independencia 8.	Publishers of daily newspaper in English.	44,444.44
Modern Mexico, Paul Hudson, editor, 2 <sup>a</sup> Independencia 8; Wm. C. Smith, manager, 116 Nassau street, New York City.	Monthly publication, in English, devoted to Mexican subjects, printed in the United States.	.....

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## PRINTERS AND PUBLISHERS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
National Printing Co., S. A., Arnold Marburg, president, Primera Independencia 4.	Printing.....	\$5,333.83
Official Railway and Steamship Guide of Mexico, Adolfo Magnon, manager, Gante 2, Apo 2079.	.....	2,222.22
Southworth, John R., Hotel de la Reforma.....	Publisher of books on Mexico.....	.....
Warley, F. R., 2 <sup>a</sup> Independencia 2.....	Advertising and job printing.....	88.88
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Falconer Co.....	Publishers of Guadalajara News, weekly newspaper in English.	1,111.11
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
The News Publishing Co.....	Publishers of Monterey News, a daily newspaper in English.	11,111.11
Total.....	.....	208,755.52

## RAILROADS IN MEXICO (STEAM AND STREET)—NAVIGATION.

<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Chihuahua al Pacifico Railroad Co., C. Sheldon, general manager.	.....	\$2,000,000.00
<i>Ciudad Juarez.</i>		
Rio Grande, Sierra Madre and Pacific Railroad Co., John P. Ramsey, general manager, Ciudad Juarez; A. Foster Higgins, president and principal owner; George Rowland, secretary; E. D. Morgan, vice-president and treasurer; C. I. Reeves, assistant secretary, 100 Broadway, New York City.	.....	3,000,000.00
<i>Parral.</i>		
Parral and Durango Railroad Co., S. E. Gill, president, John H. Wilson, vice-president, W. C. Muzzy, secretary and treasurer, Pittsburg, Pa.; James I. Long, Parral, general manager.	Owens and operates 70 kilometers (43.4 miles) of railroad, 177,000 acres of timber land, and sawmill.	1,000,000.00
<b>STATE OF COAHUILA.</b>		
<i>Ciudad Porfirio Diaz.</i>		
Mexican International Railroad Co.....	Railroad.....	(b)
<i>Saltillo.</i>		
Coahuila and Pacific Railroad Co., A. W. Lillien-dahl, general manager; United States office, 15 Exchange place, Jersey City, N. J.	Railroad.....	4,000,000.00
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Kansas City, Mexico and Orient Railroad; City of Mexico office, Primera, San Francisco 4, A. E. Stilwell, president.	Proposed railroad from Kansas City, Mo., to Port Stilwell (Topolobampo), Sinaloa, Mexico.	(c)

<sup>a</sup> American capital invested.

<sup>b</sup> Common shares issued, \$20,708,200; 4½ per cent bonds issued, \$5,850,000; 4 per cent bonds issued, \$6,783,000; income bonds issued, \$4,499,000; total, \$37,840,200.

<sup>c</sup> Expended in construction from Chihuahua toward Port Stilwell thus far, \$66,666.66.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## RAILROADS IN MEXICO (STEAM AND STREET)—NAVIGATION—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Mexican-American Steamship Co., F. N. Lufkin, secretary; general offices 706 Xavier street, New Orleans, La., C. W. Reed, Gaute 7, general agent.	Steamship line between New Orleans, Tampico, Vera Cruz, and Progreso.	\$100,000.00
Mexican-Asiatic Co., M. F. Tarpey, president, John E. Bennett, secretary, Cadena 11; main office, 508 Montgomery street, San Francisco, Cal.	Proposed steamship line between Mexico and Asia, Pacific coastwise steamship line, fisheries along western coast of Mexico, labor brokerage, etc.; company is not yet in operation.	.....
Mexican Central Railway Co., Limited; general offices, St. Louis, Mo.	.....	(a)
Mexican Lloyd Trading and Transport Co., J. R. McDonough, general agent, Primera San Francisco 12.	Steamship transportation .....	(b)
Mexican Northern Railway Co., main office, 27 William street, New York City; Mexico City office, Tiburolo 27; capital, \$3,000,000, bonded debt, \$1,660,000.	.....	4,680,000.00
Mexican and Orient Navigation Co., Primera San Francisco 4, and Guaymas, Sonora.	Coastwise steamship line, organized to operate in connection with Kansas City, Mexico and Orient Railroad, A. E. Stilwell, president; own two steamers at present.	100,000.00
Mexico, Cuernavaca and Pacific Railway, J. H. Hampson, president and principal owner.	.....	5,555,555.55
National Railroad Company of Mexico; United States office, 1 Nassau street, New York City.	Railroad.....	(c)
New York and Cuba Mail Steamship Co., J. E. Cates, Mexican traffic manager, Cante 12.	Steamship line from New York to Vera Cruz and Progreso; main office, New York; no capital employed in Mexico save in maintenance of offices.	.....
Pacific Coast Coal Co.	(See Mining)	.....
The Pullman Co., John T. Dickinson, manager for Mexico, Cadena 11.	Operating Pullman cars in Mexico; cars are operated from the United States, not remaining permanently in Mexico, and the company's capital is therefore nominal in Mexico.	.....
Vera Cruz and Pacific Railroad Co., Alfred Bishop Mason, president.	Operated road: Main line, 200 kilometers (124 miles); Vera Cruz branch, 12 kilometers (7½ miles). In course of construction: Main line, 135 kilometers (84 miles); Vera Cruz branch, 88 kilometers (55 miles); line to extend from Vera Cruz to Salina Cruz.	d 5,000,000.00
<b>STATE OF NUEVO LEON.</b>		
<i>Monterrey.</i>		
Monterrey Street Railway Co.....	.....	250,000.00
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Potosi and Rio Verde Construction Co., building Potosi and Rio Verde Railroad.	Constructed line, 54 kilometers (33½ miles); in construction, 6 kilometers (3.7 miles).	d 509,555.55
<b>STATE OF SONORA.</b>		
<i>Guaymas.</i>		
Sonora Railway Co., leased and operated by the Southern Pacific Co., J. A. Naugle, general manager, Guaymas.	265 miles of railroad between Nogales, Arizona, and Guaymas, Sonora.	4,444,444.44

a Cost of construction and equipment up to date, \$158,999,979.45.

b No capital invested in Mexico save government bonds deposited with the national treasurer as a guaranty of the fulfillment of the company's concession, amounting to \$1,333.33.

c Capital stock, common, \$33,350,000; preferred, \$32,000,000; prior lien, 4½ per cent bonds, \$20,000,000; first consol, 4 per cent mortgage bonds, \$22,000,000; total, \$107,350,000.00.

d Expended to date.

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## RAILROADS IN MEXICO (STEAM AND STREET)—NAVIGATION—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF TABASCO.</b>		
<i>San Juan Bautista.</i>		
Vernhorn & Sons, H. S.....	Navigation .....	\$11,111.11
<b>STATE OF TAMAULIPAS.</b>		
<i>Tampico.</i>		
Compania Navagadora de la Huasteca, Chas. F. de Ganahl, sole owner.	River steamers .....	26,666.66
<b>STATE OF VERA CRUZ.</b>		
<i>Jalapa.</i>		
Jalapa and Cordoba Railway Co., Calle Nueva 6, 6 Broad street, New York City.	Operation of railway .....	447,019.73
<b>AGENCIES OF RAILROADS OUTSIDE OF MEXICO.</b>		
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Atchison, Topeka and Santa Fe Rwy., W. S. Farnsworth, general agent, Primera San Francisco 8.		
Baltimore and Ohio Southwestern R. R., Duncan Bankhardt, agent, San Juan de Letran 13, Apo 2010.		
Chicago, Rock Island and Pacific R. R., Chas. B. Cleveland, general agent, Gante 4, Apo. 2180.		
Missouri, Kansas and Texas Rwy. Co., J. W. Ford, jr., general agent, Gante 4.		
Pennsylvania R. R. Co., Frederick E. Young, general agent, Gante 6, Apo. 829.		
Piedmont Air Line, Robert S. Barrett, general agent, San Juan de Letran 13.		
St. Louis, Iron Mountain and Southern Rwy. Co., and International and Great Northern Rwy. Co. (Gould system), H. C. Dinkins, traffic representative, Bajos Hotel Coliseo; also representative in Mexico for Texas Pacific Rwy. Co.		
St. Louis and San Francisco R. R. Co., Alex. More, general agent, Gante 6.		
Southern Pacific Co., W. K. Macdougald, general agent, San Juan de Letran 13.		
Total .....		335,162,532.48

## REAL-ESTATE OWNERS, DEALERS, AND AGENTS, BUILDING AND LOAN COMPANIES, COLONIZATION.

<b>STATE OF CHIHUAHUA.</b>		
<i>Colonia Juarez.</i>		
Ivins, Anton W., vice-president Mexican Colonization Co., of Colorado.	Colonizing, buying, and selling land; making homes for settlers. ....	
<b>STATE OF COAHUILA.</b>		
Floyd, P., Laredo, Tex .....	Land owner.....	\$14,760.00
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Building and Loan Co., of Mexico (La Compania de Construcciones y Prestamos en Mexico), Esclavo 10, Apo. 84 B, G. W. Johnson, secretary and manager.	A mutual savings and loan company, largely American. Capital variable; assets Oct. 31, 1901.	121,977.92



*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

**REAL-ESTATE OWNERS, DEALERS, AND AGENTS, BUILDING AND LOAN COMPANIES, COLONIZATION—Continued.**

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Cartland, T. P. R., cashier United States and Mexican Trust Co., Primera San Francisco 4, invested in land.		\$1,777.77
Cook, Carl, Avenida Madrid 127.	Real estate and investments	8,888.88
French, Mrs. Wm. R., Donato Guerra 1447, Apo 2198.	Real-estate owned (see Mining)	
Gleason, J. M., Nuevo Mexico 1.	Real estate (see Plumbing, and Haciendas, ranches, and farms.	65,777.77
Hull, Walter B., 2 <sup>a</sup> Independencia 8.	Real estate, mines, haciendas, etc. (see Printers and publishers).	118,444.44
International Land and Colonization Co., Limited (Cia Internacional de Terrenos y Colonizacion, S. A.), Primera Independencia 14, A. J. Porter, general manager and treasurer; organized under laws of Mexico.	Land, real estate	44,444.44
Meade, Louis H., Santa Clara 12, and Hacienda de Dolores, State of Michoacan.	Real estate.	5,000.00
Omaha-Mexican Land Co., Primera Industria 72, Apo. 2039, Lawrence F. Bedford, attorney in fact and representative.	Owners of 46,617 acres of land in State of Chiapas.	44,444.44
Parsons, A. W., Primera San Francisco 7.	Physician and surgeon; owns 2,200 acres of land near El Plan, Vera Cruz, and 1,000 acres of land near Buenavista, Vera Cruz.	10,222.22
Paseo Improvement Co., R. O. Babbitt, president, Don Juan Manuel 18.	Real estate, building and loans, construction of houses, etc.	2,000,000.00
The Real Estate Company of Mexico, A. B. Ingalsbee, president, Primera San Francisco 14.	Real estate (tropical)	100,000.00
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>San Jose del Cabo.</i>		
Amador, Marcial.	Real estate	1,777.77
Fisher, Cipriano.	do	6,222.22
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Flyn, J. P.	Real estate (see Mining)	
Robertson, J. A.	Real estate (see Haciendas, ranches, and farms).	
<b>STATE OF OAXACA.</b>		
<i>District of Cuicuilan.</i>		
Security Mexican Coffee Land Co. (Incorporated), 608 Franklin avenue, St. Louis, Mo.	Selling coffee land.	8,000.00
<b>STATE OF PUEBLA.</b>		
<i>Puebla.</i>		
McCammon, Wm. J., Ferrocarril Mexicano del Sur.	Master mechanic, interested in mining property in State of Oaxaca, and owner of real estate in Puebla.	1,333.33
<b>STATE OF SONORA.</b>		
<i>Torres.</i>		
Kappes, Fred	Real estate (see also Wholesale and retail general merchandise).	4,444.44
<b>STATE OF TAMAULIPAS.</b>		
<i>Matamoros.</i>		
The Tamaulipas Land Co.	Real estate; company just organized.	
<i>Tampico.</i>		
Lucas, Wm. E., Chicago, Ill., and Tampico.	Land speculation and oil; has purchased and leased large properties for oil exploration.	

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

**REAL-ESTATE OWNERS, DEALERS, AND AGENTS, BUILDING AND LOAN COMPANIES, COLONIZATION—Continued.**

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF VERA CRUZ.</b>		
<i>Tuxtepec.</i>		
Crichfield, George W. ....	Land owner; two tracts of unimproved land, well covered with timber, one of 12,000 acres and one of 10,000 acres.	\$9,777.77
Eckard, T. Alfred .....	Owms 8,000 acres heavily timbered land ( <i>see also</i> Manufactories).	11,111.11
<i>Vera Cruz.</i>		
Love, Dr. J. W. C. ....	Real estate ( <i>see also</i> Physicians and surgeons).	26,888.88
Total .....		2,949,182.18

**SCHOOLS, HOSPITALS, MISSIONARY WORK, CHURCHES.**

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Cumberland Presbyterian Church, Mexico, Mission of, Calle de Sorpresa 164, F. P. Lawyer in charge; mission work (\$6,740.16 spent in year 1901).		
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
American Board of Foreign Missions, J. D. Eaton, treasurer for Mexico, missionary and educational work; annual expenditure over \$20,000; invested.		\$28,888.88
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
Academy of Spanish and English, Sarah E. McDonald, principal, San Juan de Letran 13.		222.22
American Bible Society, The, main office Fourth avenue and Eighth street, New York City; H. P. Hamilton, agent, San Juan de Letran 4; \$15,000 to \$20,000 in value of books and funds are sent yearly by home office to Mexico City agency.		3,838.33
American Benevolent Society; president, the ambassador of the United States in Mexico; vice-president, T. R. Hasam; treasurer, H. P. Webb; directors, L. O. Harnecker, L. J. Ward, F. E. Young; secretary, F. A. Jones, Gante 1; assistance of needy Americans in Mexico; owning the American hospital, Calzada de San Rafael, Mrs. D. A. Netterburg, matron; supported by voluntary subscriptions, donations, and payment by hospital patients who are able to pay; receipts for year ended Nov. 30, 1901, \$15,928.43; disbursements, \$15,429.24; cost of hospital ground and buildings, \$25,963.84; invested funds, \$35,556.55.		61,509.39
Hunt Cortes, A. M., Montepio Viejo 14, founder and director Working Boys' Home; supported by private donations and pupils.		4,800.00
John, A. Allen, "Hygiene Parlor," Zuleta 84, Apo 2229, physician and surgeon; medical missionary, self-supporting.		1,000.00
Mary Keener Institute, Mrs. H. K. Norville, principal, La Colon 4; general and missionary school, supported by the Woman's Foreign Missionary Society of the Methodist Episcopal Church, South; invested in site for school building.		15,000.00

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## SCHOOLS, HOSPITALS, MISSIONARY WORK, CHURCHES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT—continued.</b>		
<i>City of Mexico—Continued.</i>		
Mary Josephine Hooker Memorial School, The, Rev. H. Forrester, director, Primeria, Mina 1442; education and training of Mexican girls; Americans contribute about \$3,000 per annum for its support, building and furnishings belonging to the Domestic and Foreign Missionary Society of the Protestant Episcopal Church of the United States of America; Church Missions House, 281 Fourth Avenue, New York City.		\$17,777.77
Methodist Episcopal Church, Rev. Dr. John W. Butler, trustee, Gante 5; invested in churches, chapels, schools, orphanages, hospitals, libraries, parsonages, etc., throughout Mexico.		249,060.00
Methodist Episcopal Church, South, Board of Missions of, Nashville, Tenn., Rev. F. S. Onderdonk, Avenida Balderas 3, corresponding secretary and pastor of Mexico City church; invested in churches and parsonages, \$133,397.88; invested by Woman's Board in schools in Guadalajara, San Luis Potosi, Saltillo and Durango, exclusive of Mary Keener Institute, City of Mexico, \$26,666.66.		160,064.54
Mexico City Grammar School, J. H. Cornyn, principal, 2 Industria.		2,222.22
Presbyterian Church in Mexico, General Synod of, Rev. Hubert W. Brown, treasurer, San Juan de Letran 4; normal school for girls, City of Mexico; normal school for girls, Saltillo, Coahuila; preparatory school and theological seminary, Coyoacan, Federal district; mission press, City of Mexico; the Mexico synod is ecclesiastically independent of the church in the United States, though it still receives aid from the Board of Foreign Missions of the Presbyterian Church in New York City, whence came the invested money.		111,111.11
Union Evangelical Church, Rev. W. Elsworth Lawson, pastor, residence 5 Naranjo 2516; church in course of erection; independent congregation; amount expended on church building to date.		4,444.44
<b>STATE OF GUANAJUATO.</b>		
<i>Guanajuato.</i>		
Salmans, Levi P., "Casa de Salud del Buen Samaritano," Calle de Pardo 51, physician and minister; hospital valued at \$1,888.88; church property worth \$6,666.66.		11,555.55
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Guadalajara Medical Mission, Calle de los Placeres 94; religious and educational work.		444.44
<b>STATE OF TAMAULIPAS.</b>		
<i>Nuevo Laredo.</i>		
Kimball, J. F., vice and deputy consul of the United States, missionary; invested in private dwelling and personal property.		1,333.33
Total.....		672,787.22

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## SHOES.

Firm name and location.	Nature of business.	Estimated capital.
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Shoe House, Primera San Francisco 8.	Importers and dealers in American shoes.	\$6,666.66
Carey, James, Primera Lopez 26 .....	Custom made shoes .....	1,333.33
Rosenblum Bros., 2* San Francisco 5, Apo 893; United States office, 214 Pine street, San Francisco, Cal.	Importers and dealers in American shoes.	6,666.66
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Demeritt, James .....	Shoemaker .....	888.88
Houser, Anthony .....	Shoe dealer .....	2,666.66
Total .....	.....	18,222.19

## TANNERS.

<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
American Tanning and Finishing Co., Harrison, L. J., proprietor, First Calle de Joya No. 1.	.....	\$11,111.11
<b>STATE OF SONORA.</b>		
<i>Guaymas.</i>		
Chism, P. B., 66 Calle Principal .....	Tannery .....	111,111.11
Total .....	.....	122,222.22

## WHOLESALE AND RETAIL DRUGGISTS.

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Overton, John W .....	Proprietor of American drug store, wholesale and retail.	\$3,250.00
<b>STATE OF CHIHUAHUA.</b>		
<i>Ocampo.</i>		
Steli, W. M. ....	(See Physicians and surgeons) .....	
<b>STATE OF COAHUILA.</b>		
<i>Torreón.</i>		
Carr, A. N .....	(See Physicians and surgeons) .....	
<b>STATE OF COLIMA.</b>		
<i>Colima.</i>		
Morrill, Charles N., Apo 105 .....	Wholesale and retail drug business..	8,888.88
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
Barry, L. H., M. D .....	Proprietor Botica Americana, wholesale and retail drug store.	3,555.55
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American drug store, W. D. Sanborn & Co., proprietors, Fuente de San Francisco 18.	Drugs, chemicals, etc .....	5,333.33

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## WHOLESALE AND RETAIL DRUGGISTS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
STATE OF JALISCO. <i>Guadalajara.</i>		
American Drug Co., S. A., Calle San Francisco 20.	Druggists, manufacturing chemists, and dealers in sundries.	\$2,666.66
STATE OF NUEVO LEON. <i>Monterey.</i>		
Jerkson, W.....	Proprietor Botica de Monterey.....	6,666.66
Schirmacher, Geo.....	Proprietor Botica Nueva.....	4,444.44
STATE OF SONORA. <i>La Colorada.</i>		
Miller, J. H.....		4,444.44
STATE OF TAMAULIPAS. <i>Nuevo Laredo.</i>		
Theriot & Bro., F.....		15,000.00
Total.....		59,249.96

## WHOLESALE AND RETAIL DRY GOODS.

STATE OF CHIHUAHUA. <i>Chihuahua.</i>		
Bunsow, A., of Bunsow & Lueperes .....	Dry goods .....	\$26,666.66
STATE OF SONORA. <i>Guaymas.</i>		
Wolf, Herman .....	Wholesale and retail dry goods .....	44,444.44
STATE OF TAMAULIPAS. <i>Nuevo Laredo.</i>		
Goodman, Jose .....	Dry goods .....	50,000.00
Total .....		121,111.10

## WHOLESALE AND RETAIL GENERAL MERCHANDISE.

STATE OF CHIHUAHUA. <i>Ascension.</i>		
Stanford, J. F .....	General merchandise (see Haciendas, ranches, and farms).....	
<i>Ciudad Juarez.</i>		
Dieter & Sauer (J. T. Dieter and Geo. G. Sauer) ..	Wholesale liquors, cigars, and groceries; also manufacturers of mineral waters.	\$44,444.44
<i>Colonia Chutchupa.</i>		
Hawes, Geo. M .....	General merchandise .....	2,222.22
<i>Colonia Diaz.</i>		
Beck, E .....	Retail merchandise .....	888.88
Diaz Cooperative Store.....	do .....	2,222.22
Peterson, A. C .....	do .....	888.88
<i>Colonia Dublin.</i>		
Dublin Cooperative Store .....	General merchandise .....	4,444.44
Farmers' Exchange.....	do .....	4,000.00

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## WHOLESALE AND RETAIL GENERAL MERCHANDISE—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF CHIHUAHUA—continued.</b>		
<i>Colonia Juarez.</i>		
Bentley & Harris .....	Merchandise, livestock, and canning factory.	\$22,222.22
Eyring, Henry.....	General merchandise and live stock.	44,444.44
<i>Jimenez.</i>		
Russek, Marcos .....	Wholesale and retail dealer, importer and exporter, general merchandise, owns land under cultivation, and raises live stock.	222,222.22
<i>Nueva Ocas Grandes.</i>		
Sierra Madre Supply Co., L. E. Booker, manager..	General merchandise .....	22,222.22
<i>Parral.</i>		
Hidalgo Mining Co .....	Merchandise (see Mining).....	
Long Brothers .....	do .....	
<b>STATE OF COAHUILA.</b>		
<i>Monclova.</i>		
James & Co., Frank B.....	General merchandise .....	66,666.66
<i>Esmeralda, Sierra Mojada.</i>		
Hess, Luis .....	General merchandise .....	13,888.88
<i>Sierra Mojada.</i>		
Leitcham, Chas. C.....	General merchandise .....	6,666.66
<b>STATE OF GUANAJUATO.</b>		
<i>Guanajuato.</i>		
Dwight Furness Co., The .....	Merchandise (see Mining) .....	
<b>STATE OF GUERRERO.</b>		
<i>Acapulco.</i>		
Vucanovich, C. L.....	General merchandise, commission business, and agent.	20,444.44
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Arrington, W. B.....	General merchandise .....	13,888.88
<b>TERRITORY OF LOWER CALIFORNIA.</b>		
<i>San José del Cabo.</i>		
Cozulo, John .....	General merchandise .....	4,444.44
<b>STATE OF OAXACA.</b>		
<i>El Zapote.</i>		
Sponagle, Carlos E .....	General merchandise (see Haciendas, ranches, and farms).	
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>El Salado.</i>		
Miller, John A .....	Merchandise (see Mining).....	
<i>San Luis Potosi.</i>		
Sharpton & Co., A. W., Plaza Principal .....	General merchandise .....	4,444.44
<b>STATE OF SONORA.</b>		
Tener & Poltzer Co., J. F. Tener, president; stores at La Cananea and Tubutama, Arispe district; Magdalena and Empora Camp, Magdalena district; and La Calera, Altar district.	General merchandise .....	8,888.88

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

WHOLESALE AND RETAIL GENERAL MERCHANDISE—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF SONORA—continued.</b>		
<i>La Colorada.</i>		
Prietas Stores, S. A. ....	General merchandise .....	\$44,444.44
<i>Magdalena, Magdalena district.</i>		
Storman, J. B. ....	(See Mining) .....	
<i>Mocetzuma, Mocetzuma district.</i>		
Woodward, George E. ....	Merchandising and banking; also general manager for Sonora Development Co., a mining company.	44,444.44
<i>Torres.</i>		
Kappes, Fred. ....	General store .....	606.66
<i>Tuape, Ures district.</i>		
Chisem, J. G. ....	Owns store, ranches on San Miguel River, and flour mill.	111,111.11
<b>STATE OF TAMAULIPAS.</b>		
<i>Matamoras.</i>		
Cross, J. S. and M. H. ....	General merchandise .....	44,444.44
Miller, R. M. ....	.....do .....	22,222.22
Yturria & Co., F. ....	.....do .....	44,444.44
<b>STATE OF VERA CRUZ.</b>		
<i>Coatzacoalcas.</i>		
Carpenter, F. W. ....	General merchandise .....	4,444.44
Frank Emilio .....	.....do .....	12,333.33
<i>Cordoba.</i>		
Tropical News and Commercial Co., The, M. Mason and J. R. King, jr.	General store and operation of commissary cars at points on the line of the Vera Cruz and Pacific Railway under construction; also news business over the Vera Cruz and Pacific Railway.	1,333.33
<b>STATE OF ZACATECAS.</b>		
<i>San Miguel del Mezquital.</i>		
Beel & Co., Hugo; "Co." is Mr. Becker, an American.		8,888.88
Total .....		848,222.09

WHOLESALE AND RETAIL GROCERS.

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Schmidt, E. A. ....	American groceries .....	\$5,000.00
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Thompson, J. W. ....		1,333.33
<i>Mihaca.</i>		
Gibbs & White .....	In building and stock .....	4,444.44
<b>STATE OF COAHUILA.</b>		
<i>Ciudad Porfirio Diaz.</i>		
Bona, L. D. ....		15,555.55

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## WHOLESALE AND RETAIL GROCERIES—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF COAHUILA—continued.</b>		
<i>Torreon.</i>		
Carothers & Co., G. C .....	Wholesale and retail grocers .....	\$22,222.22
Stieren, Louis.....	Retail grocers .....	2,222.22
<b>STATE OF DURANGO.</b>		
<i>Durango.</i>		
American Grocery Co., F. Schulte, Sucr., Calle Mayor 57.....		4,444.44
<b>FEDERAL DISTRICT.</b>		
<i>City of Mexico.</i>		
American Grocery, Frowein, Shelton & Co., Primera Independencia 4.....		
Hubp, Gustavo P., San Juan de Letran 54.....	Groceries, importers of California green fruits.....	5,333.33
Loubens & Son, Julio .....		13,333.33
Smith, J. D., Primera Independencia 9 .....	Owner of one-third interest in firm of J. H. McLeod & Co.	8,888.88
<b>STATE OF GUANAJUATO.</b>		
<i>Salao.</i>		
March & Co., Rufe P., Capulin 24, Rufe P. March, and W. G. Hayward, partners.....	Grocery and restaurant .....	1,333.33
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Standard Grocery Co., James Geddes and Herbert S. Dalton, Calle de Pedro Moreno 42.....	American grocery .....	1,555.55
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Fitzsimons Brothers .....		6,666.66
<b>STATE OF TAMAULIPAS.</b>		
<i>Tampico.</i>		
Saunders & Son, Santiago.....		22,222.22
Total.....		114,555.50

## WHOLESALE AND RETAIL HARDWARE.

<b>STATE OF AGUASCALIENTES.</b>		
<i>Aguascalientes.</i>		
Eikel & Stempel .....	Hardware, American interest equal to .....	\$9,000.00
<b>STATE OF CHIHUAHUA.</b>		
<i>Chihuahua.</i>		
Krakauer, Zork & Moye.....	Hardware .....	177,777.77
<b>STATE OF COAHUILA.</b>		
<i>Ciudad Porfirio Diaz.</i>		
Eagle Pass Lumber Co.....	Hardware (see Lumber and sawmills) .....	
Fretelliere, A. E., Calle de Zaragoza, 5 .....	Hardware, saddlery, and carriage shop.....	7,111.11
<b>STATE OF JALISCO.</b>		
<i>Guadalajara.</i>		
Kipp, John H .....	Hardware (see Machinery, etc.) .....	



*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## WHOLESALE AND RETAIL HARDWARE—Continued.

Firm name and location.	Nature of business.	Estimated capital.
<b>STATE OF NUEVO LEON.</b>		
<i>Monterey.</i>		
Bloomberg, J. H. ....	Hardware and implements, mechanical engineer.	\$6,666.66
Dresel & Co. ....	Hardware .....	222,222.22
<b>STATE OF SAN LUIS POTOSI.</b>		
<i>San Luis Potosi.</i>		
Deutz Hermanos (Brothers) .....	Hardware and mining supplies .....	35,555.55
<b>STATE OF ZACATECAS.</b>		
<i>Zacatecas.</i>		
Gehren, Edmund von, consular agent of the United States, Apo. 2.	Hardware, house-furnishing goods, etc.	62,222.22
Total.....		520,555.53

## MISCELLANEOUS.

Weber, Juan, Monterey, Nuevo Leon.....	No business stated .....	\$133,333.33
Orrin Brothers, "Circo Teatro Orrin," City of Mexico.	Amusement—circus and theater .....	55,555.55
McLaughlin, Dr. H. P., Austin, Tex., State of Tamaulipas.	Asphalt .....	8,888.88
New Jersey and Mexican Asphalt Co., Tuxpam, Vera Cruz.	Asphaltum wells .....	40,000.00
Hoffman-Pinther & Co. (A. Hoffman-Pinther, Mrs. E. J. Walsh), 3a Independencia 10, City of Mexico.	Assayers' and chemists' supplies.....	4,444.44
McDonald, W. S., Cardenas, San Luis Potosi....	Barber shop .....	1,500.00
Braniff, Thomas, Cadena 19, City of Mexico.....	Capitalist.....	3,111,111.11
Ahlborn, 8a Calle Ancha 1843, City of Mexico, F. A. Ahlborn, proprietor.	Carpenter shop.....	1,777.77
American Cemetery Co. (Sociedad del Panteon Americano), A. B. Ingalsbee, president, Primera San Francisco 14, maintaining an American cemetery in the City of Mexico.	Cemetery.....	22,222.22
American Club, Gante 1, City of Mexico, Paul Hudson, secretary; capital stock, \$17,777.77.	Club invested .....	13,333.33
Woman's Club, Centro Mercantil 26, City of Mexico, Mrs. Carrie Powell Porter, foreign corresponding secretary.	Club .....	444.44
Brueggerhoff, Calos, San Luis Potosi, S. L. P.....	Confectioner and baker .....	4,444.44
Miller, A. Maud, Gante 7, City of Mexico.....	Dancing academy .....	2,222.22
Tennent, Mrs. G. W., Balderas 57 or Primera Providencia 18, City of Mexico.	do .....	
Marburg Jersey Dairy Association, Patoni 7, City of Mexico.	Dairy products .....	
Mexican National Oil and Development Co., Matamoros, Tamaulipas.	Exploration for oil; company recently organized; not yet in operation.	
Smith & Hartman and John R. Davis, Durango, Dgo.	Exploration Company ( <i>see also</i> Lumber and saw mills).	
Pacific Fishing and Exploration Co., San Quintin, Territory of Lower California, and 106 Pine street, San Francisco, Cal.	Fishing.....	
Mosler, Bowen & Cook, Sucr., Geo. W. Cook, proprietor, 2a San Francisco 6, City of Mexico.	Importation, manufacture, and sale of office and household furniture and furnishings, including safes, typewriters, cash registers, office supplies, carpets, curtains, decorations, and general household furniture and supplies.	488,888.88
Shafer, Carlos H. & Co. Sucr., Esquina de San Juan de Letran y Rebeldes.	Furniture, safes, and carriages.....	15,555.55
Pomeroy, Theodore J., Guadalajara, Jalisco.....	Gasoline lamps.....	8,888.88
Dewmaret, H. L., San Juan Bautista, Tabasco.....	Merchant .....	33,333.33
Godkin, Walter C., Tampamdon, S. L. P.	Mercantile business.....	1,333.33
Harbol, George, Salto de Agua, Chiapas .....	Merchant ( <i>see</i> Haciendas, ranches, and farms.)	

Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.

## MISCELLANEOUS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
Hasam, T. R., Primera Calle de las Damas 5.....	Dealer in explosives, pig iron and lead, coal and coke, galvanized iron, rails, cement, barrels, scrap metal	.....
Stephan, Geo. M., Metlatoyuca, Puebla.....	Mercantile business.....	\$2,222.22
Fram, Frank H., San Francisco 7, Guadalajara, Jalisco.	Opticians.....	888.88
Neff & Co., W. A., Opticos de King, branch of the Julius King Optical Co., 2 Malden Lane, New York City; 2a Plateros 8, City of Mexico.	Optical goods.....	7,111.11
Gluck, Isidoro, 3a San Francisco 6, City of Mexico.	Optical and engineering goods, drawing material.	22,222.22
Compania Optica de San Luis, Primera Cinco de Mayo 6, San Luis Potosi, S. L. P.	Optical and photographic goods, jewelry.	8,888.88
American Optical and Surgical Co., San Juan de Letran 54, City of Mexico.	Optical, surgical and dental supplies.	4,444.44
North American Beef Co., The, T. W. Osterheld, representative, Primera Independencia 22, main office, Chicago, Ill., at present constructing a modern packing house at Uruapan, Michoacan.	Packing house.....	.....
Casa Americana Amplificadora de Retratos, P. E. Boli, proprietor, Pelota 435 and Revillagigedo 448.	Enlarging pictures, electric light solar printing, frame manufacturing.	6,666.66
Mexican-American Co., The, 29 Broadway, New York City; Centro Mercantil, City of Mexico; E. H. Talbot, president and manager; R. B. Hungerford, vice-president and treasurer; F. D. Parker, secretary and attorney.	Mexican-American commerce; Mexican exhibit and bureau of Mexican information in New York City; Mexican investments.	.....
Carmen Island Salt Works, James Viosca, manager, consul of the United States at La Paz, Lower California; salt works on Carmen Island, Lower California.	Salt works.....	177,777.77
New York Hair Emporium, San Juan de Letran, 54, City of Mexico.	Scalp treatment.....	1,777.77
Singer Manufacturing Co., The (La Compania Manufacturera de Singer), L. O. Harnecker, general agent for Mexico, 9a Independencia 6, City of Mexico; over 500 sales rooms in Republic of Mexico.	Sewing machines.....	300,000.00
Strittmatter, J. C., 2a San Francisco 4, City of Mexico, general agent for White Sewing Machine Co., Butterick Publishing Co., and Excelsior Needle Co.	.....do.....	.....
Anderson, John J., Rebeldes 14, City of Mexico.	Sign painter.....	222.22
American Steam Laundry Co., 9a Mosqueta 6, City of Mexico, J. H. McLeod, Canadian, and J. H. Christen, American, owners.	Steam laundry.....	14,222.22
Larsen, J. P., Coatzacoalcos, Vera Cruz.....	Stevedores.....	2,222.22
Rowley, Edward M., Tampico, Tamaulipas.....	.....do.....	4,444.44
Silver, William, La Paz, Lower California.....	Houses and lighters, shipping and landing, banking on small scale, broker.	4,444.44
American Market, A. E. Noble, manager, 2a Independencia 1, City of Mexico.	Meat and provision store.....	6,666.66
Booth & Richards, Chihuahua, Chihuahua.....	Jewelry store.....	6,666.66
Katskentein, Samuel, La Paz, Lower California.....	Store.....	444.44
Kux, R. B., San Luis Potosi, S. L. P.....	Art store.....	4,444.44
Loeb Hermanos (Brothers), Plateros y Alcaeria, City of Mexico.	China store.....	55,555.55
Lowenberg, Mrs. Lena, Chihuahua, Chih., proprietress of "La Moda."	Millinery store.....	5,333.33
Magiro, M. G. F., Gomez Palacio, Durango, proprietor of "La Nueva Era."	Fancy goods and notions store.....	3,555.55
Saloman, Arturo, Guadalajara, Jalisco.....	Gents' furnishing goods.....	1,333.33
Said & Jirash, Teztlutlan, Puebla; J. J. Jirash, American; Said, Syrian.	Commercial gents' furnishings, etc.....	6,666.66
Teaur, Jacob, Tampamdon, S. L. P.....	Store.....	444.44
Baloun, Jos. L., Monterey, Nuevo Leon.....	Tailor.....	2,222.22
Elle, Paul, Primera Estaciones 2, City of Mexico.....	.....do.....	.....
Meyer, Julio, Primera San Francisco 14, City of Mexico.	.....do.....	2,222.22
Parker & Co., William A., Avenida Juarez 218, City of Mexico.	Typewriters, office goods, vehicle rubber tires and other rubber goods.	5,777.77
Fabbi, H., Primera Mina 1, City of Mexico.....	Veterinary practice, boarding and livery stables, horseshoeing, stock dealer.	11,111.11

*Statement showing the firm name, nature of business, and capital invested of individuals and companies in Mexico—Continued.*

## MISCELLANEOUS—Continued.

Firm name and location.	Nature of business.	Estimated capital.
Almacenes Generales de Deposito de Mexico y Vera Cruz, S. A., Walter M. Brodie, representative, Angel 6, City of Mexico.	Warehouses, general and bonded; invested by American shareholders.	\$48,888.88
Laue, German, S. en C., Primera Independencia 22, City of Mexico.	Watchmaker and jeweler .....	1,333.33
Sommer, E., Primera Plateros 11, Apo. 363, City of Mexico.	Jeweler, watchmaker, importer of watches and jewelry from Europe and the United States, diamond merchant.	97,777.77
Total .....		5,047,490.77

## RECAPITULATION.

	Number of companies, firms, or individuals.	Capital, estimated.
Railroads in Mexico (steam and street), navigation.....	33	\$335,162,582.48
Mining.....	293	96,052,534.27
Haciendas, ranches, and farms.....	214	28,125,986.58
Manufactories, foundries.....	75	9,768,996.40
Banks, trust companies, investment companies, money exchanges.....	9	7,219,999.97
Assay offices and chemical laboratories, ore buyers, ore testers, smelters and refiners.....	17	6,947,105.63
Electric light and power, gaslighting, telegraph, telephone, and water-works companies.....	15	5,967,777.74
Architects, engineers, contractors.....	293	3,050,110.93
Real estate owners, dealers and agents, building and loan companies, colonization.....	23	2,949,182.28
Lumber and sawmills.....	25	1,599,091.02
Brokers, commission men, general agents.....	57	1,478,777.67
Wholesale and retail general merchandise.....	30	848,222.09
Machinery, agricultural implements, supplies.....	8	758,333.31
Schools, hospitals, missionary work, churches.....	17	672,787.22
Importers and exporters.....	13	632,866.63
Wholesale and retail hardware.....	7	520,655.58
Hotels, boarding houses, restaurants, saloons.....	30	265,944.31
Live-stock dealers and livery.....	12	115,222.19
Wholesale and retail dry goods.....	8	121,111.10
Printers and publishers.....	13	208,755.52
Dealers in curios.....	8	202,222.20
Tanners.....	2	122,222.22
Grain mills.....	6	120,355.53
Wholesale and retail grocers.....	14	114,555.50
Automobiles and sporting goods.....	3	97,841.28
Photographers and photographers' supplies.....	9	83,333.30
Wholesale and retail druggists.....	9	69,249.96
Dentists.....	18	48,333.26
Book and stationery stores and news stands.....	5	52,696.65
Plumbers.....	5	52,444.42
Insurance companies.....	6	14,444.44
Shoes.....	5	8,222.19
Attorneys.....	4	14,222.21
Express, freighting, messenger service and transfer companies.....	5	30,355.54
Cigars and tobacco.....	4	7,655.54
Physicians and surgeons.....	15	25,666.64
Carriages and wagons, harness and saddlery.....	2	28,111.11
Miscellaneous.....	61	5,047,499.77
Grand total.....	1,117	511,465,106.83

ANALYSIS, SHOWING AMOUNT INVESTED IN EACH STATE IN EACH LINE OF BUSINESS.

	Estimated capital.
Architects, engineers, contractors:	
Chihuahua	\$1,333.38
Coahuila	70,444.44
Colima	666,666.66
Federal District	1,732,777.68
Jalisco	216,444.48
Nuevo Leon	48,888.88
Oaxaca	50,000.00
San Luis Potosi	13,333.33
Tamaulipas	113,333.31
Vera Cruz	136,838.87
Total	3,060,110.93

Assay offices and chemical laboratories, ore buyers, ore testers, smelters and refiners:	
Aguascalientes	4,500.00
Chihuahua	250,444.44
Durango	42,222.21
Federal District	6,281,494.54
Hidalgo	35,000.00
Jalisco	85,000.60
Lower California	4,000.00
Nuevo Leon	222,222.22
Sonora	22,222.22
Total	6,947,105.63

Attorneys:	
Federal District	14,222.21
Automobiles and sporting goods:	
Federal District	97,841.28
Banks, trust companies, investment companies, money exchanges:	
Coahuila	44,444.44
Federal District	2,719,999.98
Nuevo Leon	1,481,481.48
Puebla	11,111.11
Total	7,219,999.97

Book and stationery stores and news stands:	
Chihuahua	444.44
Federal District	48,888.88
Jalisco	1,111.11
Vera Cruz	2,222.22
Total	52,666.66

Brokers, commission men, general agents:	
Campeche	22,222.22
Chihuahua	48,333.33
Federal District	1,808,555.48
Guanajuato	13,333.33
Jalisco	2,222.22
Michoacan	4,444.44
Nuevo Leon	2,222.22
Oaxaca	50,000.00
Tabasco	8,888.88
Tamaulipas	2,222.22
Vera Cruz	13,333.33
Total	1,478,777.67

Carriages and wagons, harness and saddlery	
Federal district	20,000.00
Jalisco	8,111.11
Total	28,111.11

Cigars and tobacco	
Durango	4,444.44
Federal district	5,833.33
Jalisco	17,777.77
Total	27,555.54

Dealers in curios:	
Chihuahua	\$8,888.88
Federal district	193,333.32
Total	202,222.20

Dentists:	
Chihuahua	2,222.22
Federal district	31,999.97
Jalisco	5,111.09
Lower California	888.88
Nuevo Leon	2,222.22
Tamaulipas	888.88
Vera Cruz	5,000.00
Total	48,333.26

Electric light and power, gas lighting, telegraph, telephone, and waterworks companies:	
Aguas Calientes	22,222.22
Chihuahua	171,111.10
Federal district	4,000,000.00
State of Mexico	222,222.22
Nuevo Leon	222,222.22
Puebla	350,000.00
San Luis Potosi	100,000.00
Sinaloa	44,444.44
Sonora	666,666.66
Vera Cruz	88,888.88
Yucatan	100,000.00
Total	5,987,777.74

Express, freighting, messengers service and transfer companies:	
Chiapas	1,466.66
Chihuahua	4,444.44
Federal district	24,444.44
Total	30,355.54

Grain mills:	
Chihuahua	4,444.44
Coahuila	88,888.88
Jalisco	27,022.21
Total	120,355.53

Haciendas, ranches, and farms:	
Chiapas	1,187,999.94
Chihuahua	1,822,666.62
Coahuila	480,444.44
Colima	22,222.22
Durango	81,111.11
Federal district	1,318,888.88
Guanajuato	2,666.66
Lower California	196,444.41
Nuevo Leon	444,444.44
Oaxaca	10,700,670.14
Puebla	210,621.93
Queretaro	22,222.22
San Luis Potosi	149,666.66
Sonora	3,733,333.31
Tabasco	1,506,666.66
Tamaulipas	600,555.54
Tepic	51,111.11
Vera Cruz	3,513,080.15
Yucatan	220,000.00
Total	28,125,930.58

Hotels, boarding houses restaurants, saloons:	
Aguas Calientes	4,500.00
Chihuahua	98,555.52
Coahuila	7,999.99
Durango	4,444.44
Federal district	90,922.20
Jalisco	5,555.55
Morelos	11,555.54
Nuevo Leon	24,888.87

*Analysis, showing amount invested in each State in each line of business—Continued.*

	Estimated capital.		Estimated capital.
<b>Hotels, boarding houses, restaurants, saloons—Continued.</b>		<b>Mining—Continued.</b>	
Sonora .....	\$13,333.32	Hidalgo .....	\$402,222.21
Tamaulipas .....	2,222.22	Jalisco .....	1,923,999.97
Vera Cruz .....	2,666.66	Lower California .....	1,854,999.99
Total .....	265,944.31	State of Mexico .....	2,041,666.66
<b>Importers and exporters:</b>		Michoacan .....	721,111.10
Federal district .....	42,222.21	Morelos .....	177,777.77
Nuevo Leon .....	17,111.11	Nuevo Leon .....	2,298,333.31
Puebla .....	128,888.88	Oaxaca .....	2,797,111.08
San Luis Potosi .....	4,444.44	Puebla .....	1,000,000.00
Tabasco .....	306,666.66	San Luis Potosi .....	315,555.54
Vera Cruz .....	133,333.33	Sinaloa .....	3,183,777.65
Total .....	632,666.63	Sonora .....	27,828,888.68
<b>Insurance companies:</b>		Tamaulipas .....	50,444.44
Federal district .....	44,444.44	Tepec .....	232,222.21
<b>Live-stock dealers and livery:</b>		Zacatecas .....	503,666.65
Chihuahua .....	26,666.65	Total .....	96,052,534.27
Federal district .....	79,666.66	<b>Photographers and photographers' supplies:</b>	
Oaxaca .....	8,888.88	Chihuahua .....	8,888.88
Total .....	115,222.19	Federal district .....	69,555.54
<b>Lumber and saw mills:</b>		Jalisco .....	1,333.33
Campeche .....	904,444.42	Sinaloa .....	3,555.55
Chiapas .....	3,555.55	Total .....	63,333.30
Chihuahua .....	19,999.99	<b>Physicians and surgeons:</b>	
Coahuila .....	44,388.88	Chihuahua .....	3,333.33
Durango .....	155,555.55	Coahuila .....	1,777.77
Federal district .....	36,666.66	Federal district .....	8,111.11
San Luis Potosi .....	161,146.66	Jalisco .....	444.44
Tabasco .....	255,555.54	Nuevo Leon .....	5,333.33
Tamaulipas .....	17,777.77	San Luis Potosi .....	6,666.66
Total .....	1,599,091.02	Total .....	25,666.64
<b>Machinery, agricultural implements, supplies:</b>		<b>Plumbers:</b>	
Federal district .....	522,222.22	Chihuahua .....	4,444.44
Guanajuato .....	42,222.21	Federal district .....	25,777.76
Jalisco .....	111,111.11	Jalisco .....	22,222.22
Nuevo Leon .....	44,444.44	Total .....	52,444.42
San Luis Potosi .....	38,333.33	<b>Printers and publishers:</b>	
Total .....	758,333.31	Chihuahua .....	6,666.66
<b>Manufactories, foundries:</b>		Coahuila .....	2,222.22
Aguas Calientes .....	22,977.77	Federal district .....	187,644.42
Chihuahua .....	13,777.77	Jalisco .....	1,111.11
Coahuila .....	35,555.54	Nuevo Leon .....	11,111.11
Durango .....	216,444.43	Total .....	208,755.52
Federal district .....	2,379,325.08	<b>Railroads in Mexico (steam and street), navigation:</b>	
Guanajuato .....	11,111.10	Chihuahua .....	6,000,000.00
Guerrero .....	155,555.55	Coahuila .....	41,840,200.00
Jalisco .....	227,434.45	Federal district .....	281,833,534.99
Lower California .....	5,000.00	Nuevo Leon .....	250,000.00
State of Mexico .....	38,333.33	San Luis Potosi .....	309,555.55
Nuevo Leon .....	2,480,925.90	Sonora .....	4,444,444.44
Oaxaca .....	27,777.77	Tabasco .....	1,111.11
Puebla .....	52,666.66	Tamaulipas .....	26,666.66
San Luis Potosi .....	25,777.77	Vera Cruz .....	447,019.73
Sinaloa .....	3,982,222.21	Total .....	335,162,532.48
Sonora .....	77,777.77	<b>Real estate owners, dealers, and agents, building and loan companies, colonization:</b>	
Tamaulipas .....	51,333.31	Chihuahua .....	222,222.22
Vera Cruz .....	3,555.55	Coahuila .....	14,760.00
Zacatecas .....	16,444.44	Federal district .....	2,520,977.88
Total .....	9,768,996.40	Lower California .....	7,999.99
<b>Mining:</b>		Oaxaca .....	8,000.00
Aguas Calientes .....	3,682,488.86	Puebla .....	1,333.33
Chihuahua .....	21,277,518.84	Sonora .....	4,444.44
Coahuila .....	6,000,000.00	Tamaulipas .....	44,444.44
Colima .....	102,666.66	Vera Cruz .....	47,777.76
Durango .....	6,519,999.94	Total .....	2,949,182.28
Federal district .....	8,430,071.63		
Guanajuato .....	3,197,777.76		
Guerrero .....	509,333.32		

*Analysis, showing amount invested in each State in each line of business—Continued.*

	Estimated capital.		Estimated capital.
Schools, hospitals, missionary work, churches:		Wholesale and retail general merchandise—Continued.	
Chihuahua .....	\$28,888.88	San Luis Potosi .....	\$4,444.44
Federal district .....	680,565.02	Sonora .....	209,555.53
Guanajuato .....	11,555.55	Tamaulipas .....	111,111.10
Jalisco .....	444.44	Vera Cruz .....	19,111.10
Tamaulipas .....	1,333.33	Zacatecas .....	8,888.88
Total .....	672,787.22	Total .....	848,222.09
Shoes:		Wholesale and retail grocers:	
Federal district .....	14,666.65	Aguas Calientes .....	5,000.00
Nuevo Leon .....	3,555.54	Chihuahua .....	5,777.77
Total .....	18,222.19	Coahuila .....	39,999.99
Tanners:		Durango .....	4,444.44
Jalisco .....	11,111.11	Federal district .....	27,555.54
Sonora .....	111,111.11	Guanajuato .....	1,333.33
Total .....	122,222.22	Jalisco .....	1,555.55
Wholesale and retail druggists:		Nuevo Leon .....	6,666.66
Aguas Calientes .....	8,250.00	Tamaulipas .....	22,222.22
Colima .....	8,888.88	Total .....	114,555.50
Durango .....	8,555.55	Wholesale and retail hardware:	
Federal district .....	5,333.33	Aguas Calientes .....	9,000.00
Jalisco .....	2,666.66	Chihuahua .....	177,777.77
Nuevo Leon .....	11,111.10	Coahuila .....	7,111.11
Sonora .....	4,444.44	Nuevo Leon .....	228,888.88
Tamaulipas .....	15,000.00	San Luis Potosi .....	85,555.55
Total .....	59,249.96	Zacatecas .....	62,222.22
Wholesale and retail dry goods:		Total .....	520,555.53
Chihuahua .....	26,666.66	Miscellaneous:	
Sonora .....	44,444.44	Chihuahua .....	11,999.99
Tamaulipas .....	50,000.00	Durango .....	47,999.99
Total .....	121,111.10	Federal district .....	4,417,110.99
Wholesale and retail general merchandise:		Jalisco .....	16,555.54
Chihuahua .....	370,222.18	Lower California .....	300,444.43
Coahuila .....	86,666.65	Nuevo Leon .....	135,555.55
Guerrero .....	20,444.44	Puebla .....	8,888.88
Jalisco .....	13,333.33	San Luis Potosi .....	21,055.53
Lower California .....	4,444.44	Tabasco .....	33,333.33
		Tamaulipas .....	13,333.32
		Vera Cruz .....	42,222.22
		Total .....	5,047,499.77

RECAPITULATION, SHOWING AMOUNT INVESTED IN EACH STATE IN ALL LINES OF BUSINESS.

	Estimated capital.		Estimated capital.
Aguas Calientes .....		Nuevo Leon .....	\$11,460,148.00
Campeche .....	\$926,666.64	Oaxaca .....	13,642,456.87
Chiapas .....	1,198,022.15	Puebla .....	1,763,510.79
Chihuahua .....	31,968,296.34	Queretaro .....	22,222.22
Coahuila .....	48,764,904.35	San Luis Potosi .....	1,747,202.12
Colima .....	800,444.42	Sinaloa .....	7,168,999.85
Durango .....	7,092,444.32	Sonora .....	37,485,110.81
Federal district .....	320,852,354.33	Tabasco .....	2,122,222.18
Guanajuato .....	3,292,999.94	Tamaulipas .....	1,145,110.98
Guerrero .....	685,333.31	Tepe (Territory) .....	283,333.32
Hidalgo .....	437,222.21	Vera Cruz .....	4,455,099.80
Jalisco .....	2,711,234.30	Yucatan .....	320,000.00
Lower California (Territory) .....	2,374,222.14	Zacatecas .....	591,222.19
Mexico (State of) .....	2,297,222.21	Grand total .....	511,465,166.83
Michoacan .....	725,555.54		
Morelos .....	189,388.81		

MEXICO CITY, October 29, 1902.

ANDREW D. BARLOW,  
Consul-General.

## AGUAS CALIENTES.

## TRADE CONDITIONS.

While European credits are more favorable, this is usually more than counterbalanced by quicker deliveries from the United States. A few of our manufacturers seem at times to discriminate against foreign buyers in making deliveries at home preferential; that practice, if persistently followed, will do very much more harm than short credits. It is a common practice among the best class of buyers to discount their bills, and this is especially true of the few American business houses.

Packing of goods is, as a rule (probably always in the case of manufacturers who are doing a fair amount of business for export), as good as from Europe. In general, it is much cheaper, it being a common practice to furnish goods package free, which in Europe is exceptional.

Trade in hardware and furniture and house furnishing goods is drifting toward American-made articles, many styles and patterns being now accepted which are entirely different from the European goods formerly common. Often, as much harm is done by trying to conform to the peculiar ideas of individuals as by the other extreme of overlooking them altogether. An article of real merit can usually be introduced through persistent effort, though it may not at first entirely meet the views of buyers.

A factor which increases European trade is the large number of branch and affiliated businesses established and managed by Europeans. It may be accepted as a fact, however, that wherever qualities and prices are the same, American manufacturers can, through quicker deliveries, obtain the business.

## CIRCULARS AND COMMERCIAL TRAVELERS.

Two great drawbacks to our trade are poor commercial literature and inefficient commercial travelers; literature in translations which, in many cases, are absolute gibberish, and travelers selected for the sole possession of a knowledge (often imperfect) of Spanish, without any other of the many qualities necessary to a successful business man. The license for commercial travelers in this place is \$5.30 (\$2.40) per visit.

## UNITED STATES ENTERPRISES.

The American Smelting and Refining Company has one of its largest plants in this place. During the first six months of 1902, this smelter produced lead bullion to the value of \$1,902,373.17 United States currency and copper bullion valued at \$2,016,731.66; all of which was shipped to the United States. It employs 1,600 people, who receive:

Description.	Number.	Wages per day.
Skilled labor:		
American.....	35	\$5 (\$2.26).
Mexican.....	65	\$1.75 (79 cents) to \$5 (\$2.26).
Ordinary labor:		
Mexican.....	100	\$1 (45.2 cents) to \$1.50 (68 cents).
Peones.....	800	\$0.50 (22.6 cents) to \$0.75 (33.9 cents).
Do.....	600	\$1 (45.2 cents).

Daily shifts are of twelve hours.

The Electric Light and Power Company is also an American concern, and is capitalized at \$80,000 Mexican currency (about \$32,000 gold).

There are no other American industries nor does there seem to be any avenue for investment other than in mining.

With the exception of one or two small stores, the United States makes no commercial showing.

#### MINING INDUSTRIES.

This State is a small one and there are but two mining districts—Tepazala and Asientos. The following companies are working:

Company.	Mexican. currency.	United States currency.
Asientos Manufacturing Co.....	\$500,000	\$226,000
La Fortuna Manufacturing Co.....	200,000	90,400
Agua Calientes Manufacturing Co.....	35,000	15,820
Guggenheim Exploration Co.....	500,000	226,000
Santa Francisco Manufacturing Co. (A. S. and R. Co.).....	500,000	226,000

These mines shipped to the smelter here during the first six months of 1902, 55,307 tons of ore—copper and lead, mostly of low grade.

#### RAILWAYS.

This town is the capital of the State and is situated on the main line of the Mexican Central Railway. It is the junction of a branch line to San Luis Potosí and Tampico, the nearest port.

A. M. RAPHAEL,  
*Commercial Agent.*

AGUAS CALIENTES, *October 19, 1902.*

#### CHIHUAHUA.

The partial failure of the wheat and corn crops last year, and the continued decrease in the value of silver have injuriously affected business in this district during the period covered by this report.

The total exports to the United States for the last fiscal year were \$2,443,834.80, against \$2,304,648 for the previous year. These figures do not include the many thousand neat cattle which go from this district but are certified by another consul. There has been a falling off in importations from the United States since my last report, but I am not able to obtain the exact figures.

The crops of this season are so favorable that an increase of business is expected during the year 1903.

#### NEW RAILWAY.

Work is progressing slowly on the Kansas City, Mexico and Orient Railroad, which is to enter Mexico at Presidio del Norte, Tex., pass through Chihuahua and thence run 600 miles west to Topolobampo, "Port Stillwell," on the Pacific coast. When completed, it will be the shortest line across the continent.



## IMPORTS AT PARRAL.

From the agency at Parral, Consular Agent Long reports as follows:

In this district, the mining industry is practically the only industry of any importance; consequently there is a large quantity of mining and milling machinery imported, nearly all of which is bought in the United States, as the people realize that the better class of such machinery is manufactured in our country.

This district also imports large quantities of hardware, groceries, shoes, hats, assay supplies, and various other articles. Practically all the agricultural implements used in the surrounding country are imported from the United States.

Some of the principal articles imported into this district from European countries are chemicals, wines and liquors, rails, cashmeres, wearing apparel, etc.

On account of the low price of silver and the consequent high rate of exchange on foreign countries, articles that are manufactured in this country and sold on a silver basis are bought in preference to foreign goods.

W. W. MILLS, *Consul.*

CHIHUAHUA, *October 23, 1902.*

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CIUDAD JUAREZ.

Since my last annual commercial report, business in Ciudad Juarez has been on the decline; some of the old firms have sold out and left; storehouses on the principal street, the "Calle del Comercio," which were destroyed by fire more than a year ago, have not been rebuilt and their blackened walls, partly standing, bear witness to decadence. The principal causes of this state of affairs are the insufficiency of water for irrigation, and the fluctuation in the value of the Mexican silver peso. The water problem, especially, is a very serious question for this locality.

## ELECTRIC STREET RAILWAY.

A great improvement has been made in the street car service. The mule cars, which used to transport passengers from El Paso to Ciudad Juarez, have been abolished and electric cars are now running regularly between the two places, and traffic has been largely increased. So has the trade of the Mexican side of the Rio Grande with the merchants of El Paso, since, in conformity with article 1 of the decree of September 13, 1902, the collector of the Juarez custom-house has given notice to the public that anyone will be allowed to bring over from the United States, without any manifest or other document, foreign goods in quantities not exceeding 10 pesos (about \$4.50) in value, simply by showing them to the proper customs officials stationed on the Juarez side of the two international passenger bridges, where the respective duties will be adjusted and collected.

## MINES.

The mines in this consular district are slowly developing, there having been during the past year an increasing influx of miners and prospectors.

## MORMON COLONIES.

The Mormon settlements enjoy a fair degree of prosperity. There are six Mormon colonies in this consular district:

	Inhabitants.
Colonia Chuichupa.....	250
Colonia Garcia.....	200
Colonia Pacheco.....	300
Colonia Juarez.....	700
Colonia Dublan.....	850
Colonia Diaz.....	675

The three first named are situated on the Sierra Madre mesa, at an elevation of about 6,500 feet. This Sierra Madre table-land is largely covered with pine, cedar, oak, and other kinds of timber, and has many open fields suitable for cultivation, where grass abounds and where crops of oats, corn, and potatoes can be raised. The people here, however, engage mostly in the lumber business and to a small extent in cattle raising.

The three last-named colonies are situated on the Piedras-Verdes River, which has its source near the mountain colonies at an elevation of approximately 5,000 feet.

At Colonia Juarez, the principal products are fruits, vegetables, and hay.

Colonia Dublan has plenty of agricultural land of good quality and produces wheat, corn, and alfalfa in abundance. Excellent reservoir sites exist near Dublan, which will be utilized and provide water for irrigating the land.

Colonia Diaz has splendid grazing facilities.

At all of these colonies, good schools are maintained, and there is an academy at Colonia Juarez with a staff of twelve teachers.

## COMMERCE.

The data obtained from the records kept by the Mexican customs officials here show that the importations through the Juarez custom-house during the fiscal year ended June 30, 1902, amounted to \$3,383,479, being an increase over the imports during the previous year of \$870,642, as demonstrated in the following table of comparison:

	Year.	Value.	Decrease.	Increase.
Animal products.....	1902	\$320,298		
	1901	296,098		\$24,200
Vegetable products.....	1902	422,848		
	1901	324,667		98,181
Mineral products.....	1902	1,363,572		
	1901	782,990		580,982
Woven goods.....	1902	50,461		
	1901	75,099		5,362
Chemical products.....	1902	107,012		
	1901	98,195		13,817
Paper and its manufactures.....	1902	40,805		
	1901	86,986		3,819
Machinery and apparatus.....	1902	600,755		
	1901	528,344		72,411
Vehicles.....	1902	178,784		
	1901	88,612		90,172
Sundries.....	1902	65,907		
	1901	56,321		9,586
				898,630
Spirituuous beverages.....	1901	46,162		
	1902	36,133	\$10,029	
Arms and explosives.....	1901	184,763		
	1902	166,904	17,859	
Total increase.....				870,642

The percentage of articles imported from various countries is as follows:

Ninety-nine and one-half per cent from the United States.....	\$3,368,063
One-half per cent from—	
Germany .....	4,070
France .....	4,063
England .....	3,724
Spain .....	1,663
Japan .....	1,068
Belgium .....	505
Italy .....	130
Switzerland .....	95
Austria .....	78
Total .....	3,383,479

The exports during the past fiscal year amounted to \$5,727,432, or \$4,859,088 less than the year preceding, the decrease in silver ores alone being \$4,155,690.

The destination of the exports has been as follows:

United States .....	\$5,578,190
San Salvador .....	149,188
Other countries .....	54
Total .....	5,727,432

Following will be found the detailed statement of the imports and exports:

*Imports and exports through the custom-house at Ciudad Juarez, Mexico, from July 1, 1901, to June 30, 1902.*

#### IMPORTS.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
<b>ANIMAL PRODUCTS.</b>		<b>VEGETABLE PRODUCTS.</b>	
Animals, live .....	\$115,845	Almonds .....	\$170
Belted .....	1,795	Barrels and kegs .....	1,260
Billiard balls .....	50	Boxes .....	19,100
Boots and shoes .....	78,925	Brooms .....	815
Buttons .....	9,690	Buckets .....	754
Candles .....	7,480	Cacao .....	69
Cheese .....	2,815	Camphor .....	31
Eggs .....	685	Candies .....	1,150
Fish:		Charcoal .....	130
Fresh .....	1,800	Chocolate .....	220
Salted and smoked .....	920	Cinnamon .....	3,265
Furs .....	275	Coffee .....	3,400
Gloves, leather .....	390	Colophony .....	430
Glue .....	110	Cork .....	1,330
Glycerin .....	105	Corn .....	3,490
Hair, human .....	18	Cotton .....	29,050
Harness .....	2,815	Crackers .....	1,620
Lard .....	50,520	Feccula .....	2,020
Manufactures of bone .....	30	Flour .....	12,800
Manufactures of horn .....	110	Fruit preserves .....	9,980
Manufactures of leather, not speci-		Fruits:	
fied .....	2,485	Dried .....	8,790
Manufactures of naere .....	405	Fresh .....	12,550
Meat:		Furniture .....	42,470
Canned .....	16,495	Gum arabic .....	60
Dried .....	4,240	Hay .....	7,490
Milk, condensed .....	1,590	Hops .....	330
Oils .....	270	Manufactures of straw .....	1,450
Patent leather .....	1,980	Manufactures of wood, not speci-	
Saddles .....	1,795	fied .....	18,120
Sundries .....	675	Oats .....	1,120
Sausages and hams .....	590	Oil:	
Silk, raw .....	11,365	Lubricating .....	260
Tallow .....	5,010	Essential .....	300
Vaccine matter .....	40	Medicinal .....	280
Wax .....	30	Olive .....	450
		Seed .....	9,050
Total .....	320,298	Olives .....	79
		Plants, live .....	1,080

Imports and exports through the custom-house at Ciudad Juarez, Mexico, from July 1, 1901, to June 30, 1902—Continued.

## IMPORTS—Continued.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
<b>VEGETABLE PRODUCTS—continued.</b>		<b>MINERAL PRODUCTS—continued.</b>	
Posts, telegraph.....	\$1, 190	Steel springs for wagons and carriages.....	\$353
Reed.....	460	Stoves, iron.....	7, 680
Roots, medicina.....	320	Tanks and cisterns, iron.....	1, 115
Rope.....	1, 370	Tiles.....	145
Sacks and bagging.....	12, 545	Tin.....	2, 070
Seeds.....	2, 580	Tubing, clay.....	3, 445
Shavings.....	52	Tubing:	
Spices.....	1, 075	Copper.....	520
Starch.....	515	Iron.....	35, 500
Sugar.....	1, 666	Lead.....	285
Tes.....	1, 835	Wire cable, iron.....	5, 757
Timber.....	62, 660	Wire for electric lights.....	4, 515
Tobacco:		Wire, iron.....	19, 040
Chewing.....	605	Wire netting.....	2, 895
Leaf.....	2, 720	Zinc.....	2, 080
Smoking and snuff.....	507		
Turpentine.....	1, 305	Total.....	1, 363, 572
Wheat.....	125, 073		
Wick.....	137	<b>WOVEN GOODS.</b>	
Wooden fans.....	245	Cotton piece goods.....	10, 086
Wooden handles.....	2, 025	Cotton curtains and lace.....	6, 389
Wooden tanks.....	4, 850	Cotton shirts.....	927
Wood, fuel.....	2, 700	Cotton underwear.....	3, 204
Woods, fine.....	1, 200	Cotton clothing.....	2, 444
Total.....	422, 848	Cotton bedspreads.....	535
<b>MINERAL PRODUCTS.</b>		Cotton suspenders.....	1, 248
Axles, iron.....	840	Cotton fringe.....	307
Barrels, iron.....	1, 360	Cotton corsets.....	591
Brick.....	5, 620	Cotton umbrellas.....	200
Chains.....	680	Cotton handkerchiefs.....	478
Coal.....	28, 630	Cotton thread, cord, and wick.....	2, 312
Coal tar.....	5, 095	Linen piece goods.....	775
Coined money.....	26, 980	Linen clothing.....	58
Coke.....	10, 420	Linen fringe.....	30
Copper and brass.....	600	Linen handkerchiefs.....	88
Crayon.....	172	Linen shirt fronts.....	348
Crucibles, clay.....	2, 960	Linen carpets.....	842
Demijohns.....	40	Linen thread and cord.....	464
Earthenware.....	4, 950	Woolen piece goods.....	3, 068
Emery.....	265	Woolen clothing.....	3, 355
Eyeglasses.....	180	Woolen fringe.....	45
Glass bottles.....	4, 340	Woolen saddle blankets.....	173
Glassware.....	17, 420	Woolen stockings.....	695
Gold and silver bullion.....	611, 295	Woolen carpets.....	2, 062
Grindstones.....	955	Woolen underwear.....	60
Gypsum and stucco.....	20	Woolen yarn.....	28
Insulators.....	480	Silk piece goods.....	12, 267
Iron beams, pigs, and sheets.....	24, 725	Silk thread and cord.....	2, 087
Jewelry.....	2, 820	Silk lace, pieces.....	80
Lead.....	980	Silk lace, garments.....	21, 642
Lime.....	3, 155	Silk umbrellas.....	115
Manufactures of alabaster.....	15, 460	Silk clothing.....	1, 126
Manufactures of copper, not specified.....	910	Mixed textile fabrics.....	2, 436
Manufactures of steel, not specified.....	57, 780	Total.....	80, 461
Manufactures of tin.....	7, 065	<b>CHEMICAL PRODUCTS.</b>	
Manufactures of zinc.....	190	Acids.....	1, 970
Marble.....	780	Alcohol.....	380
Millstones.....	1, 140	Antiseptics.....	200
Mirrors and looking-glasses.....	3, 120	Baking powder.....	2, 565
Mosaics.....	270	Carbide of calcium.....	332
Muffles.....	1, 820	Carbonates and bicarbonates.....	995
Nails, tacks, and screws, iron.....	15, 245	Concentrated lye.....	165
Oil, mineral.....	7, 185	Disinfectants for furs and hides.....	60
Ores.....	255, 757	Drugs.....	4, 995
Paraffin.....	18, 135	Dry plates, photographic.....	1, 290
Pencils.....	405	Ether and chloroform.....	600
Plows.....	14, 435	Iodoform.....	60
Quicksilver.....	66, 980	Liquid ammonia.....	280
Rails, iron.....	87, 220	Matches.....	60
Sickles and scythes.....	5, 720	Medicinal capsules.....	600
Slate pencils.....	23	Medicinal pastes.....	310
Slates.....	2, 685	Medicinal powders.....	440
Sledge hammers.....	6, 325	Medicinal wines.....	875
Solder.....	2, 340	Morphine.....	80
Steel bars.....	2, 850		

*Imports and exports through the custom-house at Ciudad Juarez, Mexico, from July 1, 1901, to June 30, 1902—Continued.*

## IMPORTS—Continued.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
<b>CHEMICAL PRODUCTS—continued.</b>		<b>VEHICLES.</b>	
Nitrate of silver.....	\$40	Baby carriages.....	\$1,812
Oxides.....	515	Boats.....	515
Paints.....	7,995	Bicycles.....	3,125
Pepsin.....	15	Carriages.....	12,068
Potash, caustic.....	2,790	Cars, railway.....	118,715
Quinine.....	200	Carts:	
Salt, common table.....	1,395	With springs.....	280
Silicates.....	1,580	Without springs.....	13,310
Sugar of milk.....	200	Handcarts.....	24,885
Sulphate of copper.....	71,883	Wagons.....	2,049
Sulphate of magnesia.....	1,387	Wheels.....	2,004
Varnishes.....	2,855		
Writing fluids.....	400	Total.....	178,784
Total.....	107,012		
<b>SPIRITUOUS BEVERAGES.</b>		<b>ARMS AND EXPLOSIVES.</b>	
Beer.....	7,995	Air guns.....	204
Bitters.....	196	Blasting caps.....	4,022
Brandy.....	16,582	Cartridges.....	4,766
Liqueurs.....	494	Dynamite.....	135,874
Mineral waters.....	234	Firearms.....	8,311
Vinegars.....	252	Fireworks.....	231
Wines.....	10,320	Hunting powder.....	325
Total.....	36,133	Miners' fuse.....	10,406
		Mining powder.....	2,664
<b>PAPER AND ITS MANUFACTURES.</b>		Side arms.....	29
Bank-note paper.....	1,698	Percussion caps.....	62
Blank books.....	1,765	Sword canes.....	10
Blank forms.....	745	Total.....	166,904
Charts and maps.....	390		
Cigarette paper.....	907	<b>SUNDRIES.</b>	
Colored paper.....	4,460	Artificial plants.....	45
Copying paper.....	176	Artificial teeth.....	50
Drawing paper.....	1,584	Artistical designs and patterns.....	730
Envelopes.....	1,565	Asbestos.....	3,300
Fans.....	77	Bassstrings for musical instruments.....	50
Manufactures of paper not specified.....	5,821	Belts.....	90
Music, sheet and book.....	2,765	Billiard tables.....	3,200
Pasteboard.....	720	Brushes.....	400
Playing cards.....	176	Composition billiard balls.....	120
Printed books.....	67	Cushions.....	1,500
Railroad tickets.....	113	Edifices, complete.....	3,235
Stamps.....	2,230	Etuis.....	400
Visiting cards.....	843	Feather dusters.....	144
Wall paper.....	6,639	Game bags.....	236
Waterproof paper.....	79	Hats and caps.....	10,215
Wrapping paper.....	1,435	Ice.....	1,480
Writing paper.....	6,990	Lubricating oil.....	12,900
Total.....	40,805	Manufactures of gutta-percha.....	2,060
<b>MACHINERY AND APPARATUS.</b>		Perfumes, soaps, pomades, etc.....	1,330
Automatic toys.....	93	Pictures.....	490
Clocks and watches.....	3,127	Razor strops.....	210
Devices for reproducing manuscript.....	75	Rubber bands for machinery.....	8,310
Electric batteries.....	2,154	Rubber boots and shoes.....	370
Electric lamps.....	2,864	Rubber garments.....	490
Fire extinguishers.....	305	Rubber hose pipe.....	6,550
Instruments, musical.....	8,663	Rubber, sheets.....	1,795
Instruments, scientific.....	4,067	Rubber table covers.....	925
Lightning rods.....	41	Sealing wax.....	100
Machinery:		Sieves.....	305
Industrial.....	30,533	Soap, common.....	1,155
Other kinds.....	406,538	Tents.....	2,910
Miners' lamps.....	54	Whips.....	202
Printing presses.....	12,202	Window blinds.....	500
Pumps.....	9,962	Total.....	65,907
Tools.....	14,927		
Steam engines.....	105,150	<b>RECAPITULATION.</b>	
Total.....	600,755	Animal products.....	320,235
		Vegetable products.....	422,848
		Mineral products.....	1,363,572
		Woven goods.....	80,461
		Chemical products.....	107,012

Imports and exports through the custom-house at Ciudad Juarez, Mexico, from July 1, 1901, to June 30, 1902—Continued.

IMPORTS—Continued.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
RECAPITULATION—continued.		RECAPITULATION—continued.	
Spirituous beverages.....	\$36, 183	Arms and explosives.....	\$168, 904
Paper and its manufactures.....	40, 805	Sundries.....	65, 907
Machinery and apparatus.....	600, 755		
Vehicles.....	178, 784	Total.....	3, 383, 479

EXPORTS.

MINERAL PRODUCTS.		MANUFACTURES—continued.	
Bullion:		Brandies.....	\$580
Gold.....	\$385, 100	Books, printed.....	3, 580
Silver.....	921, 600	Candles.....	240
Mexican silver dollars.....	1, 987, 860	Chocolate.....	25
Ore:		Cigars and cigarettes.....	750
Copper.....	764, 000	Construction material.....	585
Silver.....	799, 400	Drugs.....	440
Precious stones.....	605	Earthenware.....	1, 590
Sundries, not specified.....	680	Empty barrels.....	220
Total.....	4, 759, 195	Empty bottles.....	100
		Face powder.....	90
VEGETABLE PRODUCTS.		Figures of clay, wax, etc.....	360
Beans.....	40	Footwear.....	105
Chewing gum.....	625	Furniture.....	800
Chile.....	2, 780	Hammocks.....	10
Coffee.....	19, 620	Hats:	
Corn.....	465	Straw.....	5, 750
Cotton-seed hulls.....	390	Wool.....	810
Fodder.....	89	Ixtle bagging.....	295
Fruit:		Jewelry.....	660
Dried.....	8, 840	Maps.....	420
Fresh.....	19, 270	Oils.....	70
Garden stuff.....	1, 590	Photographs.....	760
Ixtle.....	3, 463	Pictures.....	885
Medicinal herbs.....	95	Piloncillo.....	1, 975
Plants, live.....	250	Saddles.....	300
Stove wood.....	4, 829	Sugar.....	22
Sugar cane.....	80	Sundries, not specified:	
Sundries, not specified.....	828	Of Mexican manufacture.....	211, 379
Tobacco, leaf.....	1, 100	From Salvador.....	149, 188
Total.....	63, 804	Tanned hides.....	60
		Toys and curiosities.....	580
ANIMAL PRODUCTS.		Wines.....	10
Animals, live.....	437, 620	Wrought marble.....	240
Bones.....	2, 280	Total.....	383, 724
Casings for sausages.....	130		
Heron plumes.....	285	MISCELLANEOUS.	
Hides and skins.....	48, 480	Foreign goods returned.....	27, 190
Horns.....	170	Postage stamps, cancelled.....	85
Meat:		Provisions.....	250
Fresh.....	85	Samples.....	160
Salt.....	450	Total.....	27, 685
Pearls.....	2, 990		
Sundries, not specified.....	224	RECAPITULATION.	
Tallow.....	295	Mineral products.....	4, 759, 195
Wool.....	115	Vegetable products.....	63, 804
Total.....	493, 024	Animal products.....	493, 024
		Manufactures.....	383, 724
MANUFACTURES.		Miscellaneous.....	27, 685
Beer.....	10	Total.....	5, 727, 482
Bran.....	945		

CHARLES E. WESCHE, *Vice-Consul.*

CIUDAD JUAREZ, November 14, 1902.

### CIUDAD PORFIRIO DIAZ.

This city was formerly called Piedras Negras, but a few years ago, its name was changed to Ciudad Porfirio Diaz, in honor of the President of Mexico. Ciudad Porfirio Diaz is located on the Rio Grande, opposite Eagle Pass, Tex., and has a population of 12,000. It is one of the important ports of entry of Mexico. Being in what is known as the "Free Zone," Ciudad Porfirio Diaz has few or no manufacturing industries; it depends chiefly on agriculture and stock raising. All of the older buildings of the city are insignificant; many of them are constructed of adobe and roofed with straw.

There are, however, some excellent public buildings, such as the custom-house, a large two-story brick structure; the judicial building, also of two stories and built of brick, and the city hall.

#### IMPROVEMENTS AND NEW BUILDINGS.

Messrs. Makin & Dillon, American contractors, with headquarters at Monterey, have just completed a large, attractive, and commodious market house for the city government, at a cost of \$50,000 Mexican (about \$21,850 gold). This building is constructed of brick made in this city and steel and lumber imported from the United States. The foundation covers nearly the entire block, while the second story is some 60 or 70 feet square and is to be used for a public hall.

The Mexican International Railroad Company has built immense shops, and located its offices here. This company employs a very large number of men, including two hundred or three hundred Americans. The Mexican International Railway connects at this place with the Southern Pacific Railway, and forms one of the principal gateways to this Republic. It also runs from here to Santiago Papasquiaro, in the State of Durango, a distance of 600 miles, and has several important branches. The company is now engaged in extending its main line to the port of Mazatlan, on the Gulf.

#### AGRICULTURE AND STOCK RAISING.

Agriculture and stock raising are carried on largely in this district, especially 60 to 70 miles northwest of here, where irrigation, by utilizing the water of the Sandiago River, is effected on an extensive scale. To that section, a branch of the International Road is projected to run. Surveyors are in the field, and the line will most likely be completed in the near future.

#### IMPORTS.

The total value of the imports through the custom-house at Ciudad Porfirio Diaz, for the fiscal year ended June 30, 1902, was \$4,450,019 United States currency.

This amount shows a slight decrease, as compared with that of the previous year. Some of the principal articles of import are machinery, lumber, coke, agricultural implements, tools, carriages, furniture, and groceries.

About all the machinery and most of the hardware used here are imported from the United States. Some of the cutlery and some of the lighter kinds of hardware are brought from Europe. Nearly all

of the groceries come from across the Rio Grande. Great quantities of wines and liquors come from Europe; a good deal of beer from the United States, however, is consumed here. It is claimed that all woolen fabrics and woolen carpets can be had from the European market at a less cost than from the United States, but notwithstanding this claim, the American product may be found in most of the stores here. American hats are quite popular in this market; and the natives are discarding the heavy and cumbersome sombrero for the light, jaunty American felt headpiece. Both the men and the women are also adopting our footwear—indeed, the Mexican styles in all personal apparel are gradually giving place to American taste in such matters, and I am persuaded that in the near future, United States goods of all kinds will be dominant throughout northern Mexico.

#### EXPORTS.

The total value of exports through the local custom-house for the year was \$2,531,911.14 United States currency, which is also a slight decrease from the record for the preceding twelve months.

Some of the principal articles of export are cattle hides, goatskins, coal, corn, coffee, ixtle, beans, cotton, cotton-seed meal, cotton-seed cake, pecans, and horsehair.

#### MINERAL RESOURCES.

This district is very rich in minerals, silver and lead being the dominant ones. There are also some valuable coal mines, which produce a fair quality of bituminous coal. They are being worked extensively. Several large silver and lead mines in operation in the western part of this district have, for a number of years, produced immense quantities of ore. These ores are shipped to smelters at Monterey and Aguas Calientes, Mexico, and to El Paso, Texas. New mines are continually being discovered and developed. The mineral industry has already reached gigantic proportions, and is increasing year by year.

#### BANKS.

The following-named banks or agencies are doing business in this city:

Banko de Coahuila, capital, \$1,600,000; Banco Mercantile de Monterey, Mexico, capital, \$2,500,000; Banco de Nueva Leon, capital, \$1,000,000.

These amounts are given in Mexican currency. As is well known in the United States, the Mexican silver dollar is worth only its bullion value, which is constantly fluctuating. During the past year, the value of the Mexican dollar has ranged from 40 to 50 cents in gold; at present it is worth 40½ cents.

#### POSTAL RATES.

The following rates of postage are in effect:

*Domestic.*—First class, 5 cents for 15 grams (one-half ounce); second class, 2 cents for 500 grams (16½ ounces); third class, 1 cent for 100 grams (3½ ounces); fifth class, 12 cents for 500 grams (16½ ounces).



*To the United States of America.*—First class, 5 cents for 15 grams (one-half ounce); third class, 1 cent for 100 grams ( $3\frac{1}{2}$  ounces); fourth class, 1 cent for 100 grams ( $3\frac{1}{2}$  ounces); fifth class, 1 cent for 460 grams ( $15\frac{1}{2}$  ounces).

*To Europe.*—First class, 10 cents for 15 grams (one-half ounce); third class, 2 cents for 50 grams ( $1\frac{1}{2}$  ounces); fourth class, 4 cents for 100 grams ( $3\frac{1}{2}$  ounces).

#### CATTLE RAISING AND OTHER OPENINGS FOR CAPITAL.

I have had numerous letters from persons in different parts of the United States asking about stock raising, prices of lands, prices of fat steers, etc. Stock raising is, I think, a very safe and profitable business in northern Mexico, but ranch lands are much scarcer than heretofore. I am told, however, that in the southern part of Coahuila and in Durango, good lands may be had for from 40 to 50 cents an acre. Cattle are rated by the head, rather than by the pound or kilo. Fat steers sell at from \$35 to \$40 per head, cows at from \$25 to \$30, and steers 2 years old at from \$18 to \$20. It will be seen that cattle are much cheaper here than in the United States. Shipping facilities are good and rates are reasonable. Northeastern Mexico, as well as the northwestern part of the country, is rich in mineral deposits, the development of which is as yet only in its infancy. When American capital has constructed railroads and highways to these rich fields, important towns and cities will spring up all along the northern border of Mexico. Capitalists have had their attention drawn to the vast natural wealth of this region, and have projected a number of railways to tap it. One of the roads, which in all probability will be built, will run from Ciudad Juarez to the Gulf of Mexico, down the Rio Grande Valley. A vast quantity of steel rails and machinery will be needed for the building of the railway and the development of the mines. A great market will also be created for American foodstuffs and clothing. In the towns and cities along the border there are openings for enterprising capitalists, in the lines of putting in machinery for lighting, and erecting ice plants and waterworks.

LEWIS A. MARTIN, *Consul*.

CIUDAD PORFIRIO DIAZ. *September 17, 1902.*

#### DURANGO.

##### TRADE.

During the period between July 1, 1901, and June 30, 1902, the value of the exports from this district shows an increase over the previous fiscal year.

The value of exports to the United States for the fiscal year ended June 30, 1901, were \$1,803,519.09; for the year ended June 30, 1902, they were \$2,389,170.74; an increase of \$585,651.38.

Of the total amount, \$2,203,948.76 consisted of gold, lead, and silver bullion, and the balance, \$185,221.71, of hides, skins, horns, bones, etc.

The imports for this period, as nearly as I can judge, are about the same as last year's, merchants as a rule buying as little as possible, owing to the fluctuating rate of exchange.

## PACKING.

Merchants complain of the manner of packing goods in the United States, saying that there is too much waste space; before the goods are placed in wooden cases they are often packed in cardboard boxes too large for them, necessitating a larger wooden box, and thereby increasing the freight.

## MINING AND MINERALS.

The mineral resources of this district have not by any means been developed to their fullest extent, although in mining this State leads all others of the Republic. A recent report says the State of Durango has 8,970 mines in operation or paid for, and 100,220 employees in the mines, and 22,500 in the smelters.

The iron mountain situated just outside of the city of Durango, at an elevation of 6,300 feet, rises abruptly from a level plain to a height of from 400 to 700 feet, and covers an area of  $1\frac{1}{2}$  miles in length by one-third of a mile in width. A conservative estimate shows it to contain 400,000,000 tons above the surface.

The ore exists in various qualities, from 1 per cent down to .03 per cent. Iron made from it is peculiarly suitable for manufacturing car wheels, and for gold and silver mining purposes; while when converted into bar iron a quality is produced that will stand the same tests as the celebrated Swedish iron.

## RAILROADS.

The Mexican International Railway is the only one in this district. It enters the State on the east at Torreon and extends to Santa Catarina, a small town north of and 130 miles beyond the city of Durango. This road has been a great factor in Durango's growth and in general industrial and commercial movements.

This system is contemplating the extension of its line to Mazatlan, on the west coast. This would open up a rich district in timber and minerals.

There is also talk of a line from a point on the Mexican Central, Gutierrez to Durango, which would pass through a rich mining and agricultural country, and be the means of better communication with the City of Mexico.

## TIMBER.

Along the proposed extension of the Mexican International, and southwest of the city of Durango, are vast forests of timber—all varieties of pine, together with oak and other woods. It is conservatively estimated that many portions will yield 100,000 feet of lumber per acre.

## SHOE FACTORY AND TANNERY.

At Gomez Palacio during the last year there has been completed a large shoe factory, known as "La Union S. A." All leather used in the manufacture of shoes is finished at the factory. The style and quality of shoes are of the best. The different departments are under the direct charge of American experts. The machinery comes from Massachusetts.

The number of employees at present is about 200; 20 are from the United States.

## NEW SMELTER.

Another important industry has been inaugurated at Torreon—a large smelter, under the name of “Compania Metalurgica del Torreon S. A.,” with a capital of \$2,000,000. The present capacity is from 300 to 400 tons of ore per day.

The works are situated about 2½ miles east of Torreon, and embrace a vast area of ground located in a triangle formed by the Mexican Central, Mexican International, and the Coahuila and Pacific railroads.

The laboring force consists of about 1,000 Mexicans, besides a large corps of skilled employees, most of whom are from the United States. The company is under the control of Mexican capital, though it is operated according to American ideas.

By virtue of its position and superior shipping advantages, this smelter will undoubtedly take a prominent place in competition with like enterprises in Mexico.

A company has been formed to build an electric railroad from Torreon to the smelter.

## REMARKS.

The outlook in this district is bright. Its many undeveloped resources make it a good field for the investor.

CHARLES H. EGBERT, *Consul*.

DURANGO, *October 29, 1902.*

## LA PAZ.

The condition of business affairs within this district has been declining during the last five years, due principally to the protracted drought. This season, however, has brought abundant rains. The country is literally covered with splendid pastures, but it is a lamentable fact that hardly 20 per cent of the cattle are left after the terrible years of continued drought, and it will take another five years to restock the ranges.

The mining industry has not advanced within the last year, and the numerous gold, silver, and copper ledges remain untouched for want of capital and enterprise.

*Fiber.*—A new company, to develop the fiber industry, has been established about 150 miles north of this port. It is believed that this can be made important, as the soil is well adapted for growing “henequen.” Land suitable for this business is obtainable for 75 cents or \$1 per acre, and a Chicago syndicate is negotiating for all of the available lands.

*Oil.*—Recent discoveries of oil indications have induced a company to prospect. The probabilities of success are very favorable.

*Water.*—Boring for artesian water is also being attempted, and should any of these enterprises prove successful, it is hoped that new life will be given to this isolated peninsula.

*United States trade.*—The imports from the United States during the fiscal year ended June 30, 1902, amounted in value to \$104,890, while the exports for the same period to the United States were \$306,989.69.

*Pearl fisheries.*—The pearl fisheries on this coast, which in the past have been small producers, are now receiving considerable attention. A new and improved method is being employed, by which the spawn can be collected and the shell cultivated in large quantities. It is estimated that this system will bring enormous returns, as the shell becomes full grown and even produces a fair quota of fine pearls when two years old.

As can be seen, the few industries that exist in this district are in their infancy. It is expected that when the new railroad, now building from Topolobampo Bay, in the State of Sinaloa, to El Paso, Tex., is completed—within the next two years—many people and much capital will be attracted here.

JAS. VIOSCA, *Vice-Consul.*

LA PAZ, *September 30, 1902.*

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### LOWER CALIFORNIA.

Ensenada is the capital of the northern district of Lower California, and the only port of entry on the west coast of the peninsula.

The population of Ensenada is about 1,200; that of district 12,000 to 15,000. Ensenada, on account of being the only custom-house on the west coast of Lower California, is the distributing point for a large territory. It is about 65 miles from San Diego, Cal., by water.

#### UNITED STATES AND BRITISH ENTERPRISES.

The Pacific Fishing and Exploration Company of San Francisco has fishing privileges for the whole coast, and has a lobster-canning factory here and one at San Quintin, 140 miles south, where a superior product is prepared and shipped to the United States. It intends to engage in all kinds of fishing.

An American company lately opened up onyx quarries (said to be among the finest in the world for quality and dimensions of blocks), and is making regular shipments to San Diego, Cal.

An English company has put up an artificial ice factory, with a daily capacity of 2 tons. American machinery is used.

Two American companies are boring for oil on the peninsula; one well is down about 900 feet, the other is just under way. Indications are good.

A modern tannery is in operation here, owned by a Canadian and an American. It makes sole leather principally, which is marketed in Mexico. It employs American machinery.

Waterworks and an electric-light plant are in operation, using American machinery. A flouring mill, also, has American apparatus.

An English company owns a concession from the Mexican Government, embracing territory extending from the twenty-eighth degree north latitude to the United States boundary line, clear across the peninsula, comprising about 18,000,000 acres. It is known as the Mexican Land and Colonization Company, Limited. Its employees are mostly Americans—75 per cent or over. It handles American goods, and exports all its products to the United States.

## MINING.

As a rule, mining is scarcely beyond the prospecting stage. What machinery is in operation is American. There is increasing interest in mining on the part of Americans.

## UNITED STATES GOODS.

Merchandise on sale in stores is American, European, and domestic, about equally divided, with an increasing consumption of domestic goods as these improve in style and quality. American prints and cottons are preferred on account of their superior figures and finish, but domestic articles are gradually taking their place, as they sell at a lower price.

In mining and farming machinery, supplies and repairs for same, groceries, provisions, hardware, lumber, and drugs, American goods have no competition to be feared at present. My attention was lately called to granite ware manufactured in Germany. It is of superior design and finish, white enamel (gold band), very smooth, and at a short distance has the appearance of earthenware. Washbowls and pitchers in particular made an excellent showing beside our marbled ware of inferior shape and finish. The price is about the same.

## ROADS.

There are no railroads. Wagon roads are found almost everywhere, but they are not good, and little is done for their betterment or maintenance. A fairly good road leads to San Diego, whence overland mail is brought every other week day. The distance is about 100 miles.

## BANKS.

The Lower California Development Company, Limited (a branch company of the Mexican Land and Colonization Company), has a bank; also Andonaegui & Ormart (Americans). These banks are private, and afford ample facilities for deposit and exchange.

## TELEGRAPH AND TELEPHONE LINES.

The Peninsular Railway and Telegraph Company has a line to San Diego, also to Alamo mining camp, 75 miles northeast, and to San Quintin, 130 miles down the coast. It is used for both telegraphing and telephoning.

## OCEAN TRANSPORTATION.

The Lower California Development Company owns a steamer (steel) of 515 tons, English built. It makes six trips monthly between San Diego and Ensenada, two of these trips extending to San Quintin and Cedros Island. It carries the mail, and leaves San Diego on the 2d, 10th, 13th, 16th, 24th, and 27th of each month; returning, leaves Ensenada on the 8th, 11th, 13th, 22d, 25th, and 28th of each month. The fare is \$12 Mexican (\$5.14); freight rate, \$8.50 Mexican (\$3.64) per long ton of 1,000 kilos (2,205 pounds). The Pacific Coast Steam-

ship Company has an iron steamer (American make) of 1,600 tons, which arrives here monthly on the 9th en route to Gulf of California ports, returning on the 25th. The fare to San Francisco—forty hours—is \$25 Mexican (\$10.73); freight rate, \$11 Mexican (\$4.72) per ton of 1,000 kilos (2,205 pounds).

Aside from a small fleet of fishing schooners from San Diego and an occasional schooner chartered for carrying mining supplies to points below, there are no sailing vessels.

#### MEANS OF SECURING TRADE.

Salesmen should be sent with samples and photos. This place is so near the United States that it is too often regarded as part of California. Our exporters do not seem to realize that it is in a foreign country, and that they must compete here with European goods and prices.

Salesmen who come here with samples and quote export prices seldom fail to secure trade.

#### PRICES.

The following shows the average prices (gold):

Wheat.....	per bushel..	\$1. 00
Flour.....	per barrel..	6. 00
Hay.....	per ton..	15. 00
Eggs.....	per dozen..	.35
Corn.....	per bushel..	.90
Beans.....	do.....	2. 00
Potatoes.....	do.....	1. 20
Hogs, live.....	per pound..	.07
Cattle, live.....	do.....	.05
Bacon (imported).....	do.....	.25
Hams (imported).....	do.....	.25

#### OPENINGS FOR BUSINESS.

Mining enterprises in this vicinity offer the best openings. The opportunities for the manufacture of ready-made clothing at some accessible interior point (Guadalajara, for instance) should be investigated. A good quality of woolen is made in the Mexican mills, and some ready-made clothing is manufactured, but it lacks style and finish. A factory with up-to-date appliances might be very successful. Duties are so high that ready-made clothing can not be brought in.

#### EXPORTS.

Exports to United States:	
Calendar year 1901.....	\$46, 295. 00
First six months 1902.....	39, 314. 00

#### IMPORTS.

Imports from United States:	
Calendar year 1901.....	\$152, 192. 00
First six months 1902.....	82, 258. 00

E. E. BAILEY, *Consul.*

ENSENADA, *October 1, 1902.*

### MATAMOROS.

The rich and varied resources of this section of the State of Tamaulipas and the rare possibilities which it would offer were better transportation facilities available, are the subjects to which my last annual report was almost exclusively devoted. Supplementary to the remarks made then, I wish to say now that a very decided change for the better has taken place along those lines during the past year, and that prospects for the complete development of this section of the lower Rio Grande Valley are brighter to-day than they have been for many years.

The Mexican National Railroad Company has received the concession referred to in my last report, to build from Matamoros to Monterey. The gauge of the branch which runs from this city to San Miguel will be widened and the line extended to Monterey. Preliminary work has been begun, and the superintendent of this branch has already purchased over 100,000 standard-gauge ties. The concession carries a governmental subvention of \$8,000 a kilometer, to which there is a strong probability that the State of Tamaulipas will add from \$2,000 to \$4,000.

The amount of rice obtained as a result of the first year's planting on the Texas side of the Rio Grande has far exceeded the expectations of the irrigation company (organized last year), and the success attained in the cultivation of this cereal has been such as to attract the attention of a great many prospectors and capitalists. Inasmuch as there are thousands of acres of land on the Mexican side equally susceptible to irrigation, it is not at all improbable that a similar plant may soon be installed south of the Rio Grande; in fact, the matter is at present being carefully investigated. The most formidable obstacle seems to be the restriction which forbids a foreigner holding property within the Free Zone. I have been informed, however, that the Mexican Government often grants this privilege to reliable parties when they apply for it through the proper authorities.

With the completion of the railroad to Monterey the development of the rich agricultural resources of this section will be assured, and in the establishment of new industries and installation of modern improvements which will follow, a great many propositions will present themselves worthy of the most careful investigation of the prospective investor.

P. MERRILL GRIFFITH, *Consul.*

MATAMOROS, *November 17, 1902.*

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### MAZATLAN.

I herewith submit the following report on the commerce and industries of this consular district for the six months ended June 30, 1902:

Mazatlan is one of the modern cities of Mexico. It is beautifully situated on a peninsula between the estuary Astillero de Mazatlan on the south and the bay of Puerto Viejo on the north. On this peninsula are two headlands—Neveria on the north and Vijia on the southwest—between which, facing the west, is a sand beach, noted for its high surf from which the beach received its name, "las Olas Altas." North of Puerto Viejo, 7 miles distant, are 3 large rocky islands, very much alike and close together, known as the three Venados. Opposite

the Venados, on the mainland, is a third headland—the Camarron. Beyond the extremity of Vija is a tall conical island, over 500 feet in height, known as Creston. This island, the most conspicuous point in the immediate vicinity of the harbor, is surmounted by a lighthouse which is said to be the second highest in the world. North of Creston, lie the Islas Blancas, a number of large, barren, white volcanic rocks. South of Vija and Creston is the harbor of Mazatlan, which ends in a long, deep, winding channel called the Astillero or Estuary. This estuary extends around the south side of the city, its many muddy arms lined with mangrove bushes, and turning to the south, forms for some 10 miles the narrow channel between Isla de las Piedras and the mainland. No fresh-water streams of importance flow into the strong currents of the Astillero.

#### IMPROVEMENTS.

Improvements in Mazatlan are visible in every direction, but more especially in the erection of large up-to-date business houses which would do credit to any city. A number of fine dwelling houses following American styles are also being built. The city has taken steps to install a system of street sewers, the plans and specifications for which will soon be ready for inspection. This undertaking would be a good opportunity for some of our enterprising American contractors to show their skill. Should they secure the contract, they would receive impartial treatment at the hands of the city officials.

The American colony here, I am sorry to say, has been much reduced in size, but a marked increase in its number in the near future is expected. There are no American business houses or banks here, but one of the largest local manufactories is owned and operated by a United States firm. It employs over 300 men and does a large and paying business. A well established American bank would no doubt be of great assistance in advancing American interests in this part of the Republic.

#### CLIMATE.

The climate from November to June is delightful, the thermometer ranging from 65° to 80° F. Mazatlan is very healthful; the death rate for the last six months was only 543, which for a city of over 20,000 people is very small. It is never cold here and snow is unknown. Flowers bloom the year round.

#### BOARD OF TRADE.

This organization includes all the leading merchants, bankers, and manufacturers of Mazatlan, and its members are always ready to adopt any measure which would tend to improve the city. The board of trade is ably assisted by the Junta de Mejoras Materiales, an association of prominent citizens, regardless of nationality, which devotes itself to improving the parks, streets, highways, and sanitary conditions, to the arranging for all the various festivals and entertainments, and to the reception of distinguished people who may visit Mazatlan. This association does work that the city, state, or federal governments have no funds to devote to; otherwise many important improvements could not be made.

The fines imposed on shippers by the custom-house amounted, in 1901, to \$4,142.75.



## RATES OF EXCHANGE.

During the first half of this year, and more especially in the past two months, high rates for exchange on New York have prevailed. The general impression is that premiums will reach 175 to 200 per cent.

Prices for silver bullion, the largest item of export from Mexico, are very low. Exchange on New York on October 15 was 251½; silver bars on the same date were quoted at 50½. The rate of interest charged at the banks is 9 per cent per annum on six months' notes, and 1 per cent additional for renewals. President Diaz has made the high rate of exchange the subject of one of the most important paragraphs in his message to the present congress; and with the assistance of the Secretary of the Treasury, Mr. Limantour, it is expected that a way out of this difficulty will be found before it seriously disturbs the business of the Republic.

## NEW CUSTOM-HOUSE RULE.

There has been no change in custom-house regulations since my last report, except in one instance, when a ruling was made that greatly simplifies the importation of goods in small quantities for personal use.

The Mexican custom-house officials are extremely polite and very liberal in passing personal baggage brought by passengers from foreign lands.

## AGRICULTURE.

For the benefit of those Americans who may desire to emigrate to Mexico with a view to farming or stock raising, the following information is given:

The law of 1893 permits settlers to purchase as many as 2,500 hectares (6,250 acres), at prices that are established annually and in this state (Sinaloa) are \$1 Mexican silver, or 40 cents gold, per hectare. This land is sold on ten years' time, payment to begin the second year after possession. Settlers are exempt for ten years from military service and from all kinds of taxes, except municipal taxes; also duties on provisions, farm implements, tools, material for houses, furniture, and cattle. They are, however, required to produce a certificate or passport showing that they are desirable immigrants and of good reputation in their own country. The state of Sinaloa has an area of 33,618 square miles and a population of about 35,500 people. It possesses some of the finest wood and farm land, as well as some of the richest mines in Mexico.

## SISAL.

The production of sisal is almost a new industry. It consists of extracting the fiber from the sisal plant, which grows wild in almost all sections of Mexico, and until recently was considered worthless. The fiber is easily made into all kinds of rope and heavy sacking. The industry is very profitable and interferes but little with other labor on the farm.

## OCEAN TRANSPORTATION.

I regret to say that instead of the facilities for ocean transportation increasing, they have diminished to such an extent as to hamper seriously the shipping trade of this port. The steamers of both the Pacific Steam Navigation Company and the Compañía Sud Americana,

formerly running between Valparaíso and San Francisco, have been withdrawn.

*Pacific Mail Steamship Company.*—This line has three steamers per month stopping at this port enroute from San Francisco to Panama and return. The vessels leave San Francisco every Saturday at 12 o'clock, arriving here six days later.

*Pacific Coast Steamship Company.*—The steamship *Curacao* leaves San Francisco on the 7th of each month, at 10 o'clock a. m., and arrives here on the 13th, departing the same day for Lower California, stopping at Altata, La Paz, Santa Rosalia, and Guaymas enroute. On the 20th, the *Curacao* again arrives at this port, whence it sails the same day for San Francisco, touching at San José del Cabo, Bahía Magdalena, and Ensenada de Todos Santos.

*Kosmos Line.*—This line runs from Hamburg to San Francisco. One of its steamers calls here each way once a month.

*Passenger rates.*—All the above-mentioned lines have united on a \$45 gold rate for first-class and \$22.50 gold for steerage passage from San Francisco to this port and return.

*Freight rates.*—Freight rates have advanced from \$1 to \$6 gold and upward per ton from here to San Francisco.

*Sailing vessels.*—Owing to the low rates of freight for the last year, but few American vessels have landed at Mazatlán, and those were loaded with dynamite and powder which passenger steamers are not allowed to carry. As freight rates have advanced to the old price, we shall probably again see many vessels flying the American flag.

*Foreign sailing vessels.*—These are mostly German vessels, manned by German officers and sailors. They arrive here in October or November, with cargoes consigned to the various large local business houses. These vessels bring freight direct from Germany, England, and Spain, and generally take eight months to make the trip.

#### THE KANSAS CITY-MEXICO ORIENTAL RAILWAY.

This railway will cross northern Mexico, from Presidio on the Rio Grande through the state of Chihuahua to Port Stillwell, formerly called Topolobampo, on the Pacific coast. The other terminus will be at Kansas City. Forty per cent of the whole route is now practically graded, and the work of laying rails on the Pacific-coast end has already been begun. These rails are of steel and of two weights, 65 and 75 pounds. They are furnished by England. At Port Stillwell, all the work necessary for the entry of ocean steamers has been done, and on October 15 it will be made a general port of entry. The railroad company owns five steamers, which are busy carrying general freight and supplies to the Pacific terminus. Two locomotives are now waiting shipment to Port Stillwell. The American Car Company of St. Louis, Mo., is building 300 passenger cars, 4 of which have been delivered. The Western Union Telegraph line will soon be in operation, and the American Express Company has been awarded the express contract. The railroad is expected to be finished and in operation within three years. President A. E. Stillwell, of Kansas City, is entitled to the greatest share of credit in this enterprise. With almost insurmountable difficulties to overcome, he has never lost confidence in the project, and when unable to sell bonds in his own country, visited England and succeeded in enlisting London capital. It is expected that, with the assistance of the Federal and state governments, the road will be extended to Mazatlán.

## INTERNATIONAL RAILROAD TO MAZATLAN.

From reliable sources, it is learned that the Harriman-Speyer combination, of New York, which controls the International Railroad in Mexico, has finally decided to extend this road from Durango to Mazatlan, a distance of 130 miles. The consummation of this scheme would in a few years make Mazatlan one of the first commercial ports of Mexico. The survey for this line was completed last year.

## AMERICAN ENTERPRISE AND CAPITAL IN THIS DISTRICT.

There are no American workmen employed as laborers in any of the American enterprises in Mexico, as native workmen can be had at prices too low to tempt or even sustain an American. The superintendent, the engineer, and, in fact, all the heads of the various departments are usually Americans, employed at very good salaries. Very few of the enterprises that are conducted on sound business principles have been failures; and there are abundant opportunities for business men with capital and experience to make a profitable investment here, especially now that \$1 in American money will purchase two and a half times as much as a Mexican peso. I can not ascertain how many Americans are employed in the various enterprises in the State.

*American enterprises in the consular district of Mazatlan.*

Address.	Name of firm.	Kind.	Capital in Mexican coin.	United States coin.
Mazatlan, Mexico.....	Felton Brothers.....	Carriages.....	\$1,500,000	\$643,500
Do.....	do.....	Mines.....	1,000,000	429,000
Do.....	J. B. Dennis & Co.....	do.....	16,000	6,435
Do.....	J. W. Darnell.....	Photographer.....	5,000	2,145
Do.....	W. Zuber.....	do.....	3,000	1,287
Do.....	Arthur De Cima.....	Electric light.....	100,000	42,900
Do.....	Jacob Schuele.....	Beer brewer.....	60,000	25,740
Do.....	Herrman Evers.....	Cotton mill.....	200,000	85,800
Rosario, Sinaloa.....	Tajo Mining Co.....	Mines.....	1,500,000	643,500
Do.....	Valenzuela Co.....	do.....	100,000	42,900
Do.....	Santa Maria Co.....	do.....	300,000	128,700
Do.....	El Zapote.....	do.....	100,000	42,900
Do.....	Mariposa.....	do.....	20,000	8,580
Do.....	A. Clois.....	do.....	10,000	4,290
Do.....	J. W. Owners Co.....	do.....	10,000	4,290
Tepic, Tepic Territory.....	Matayo Mining Co.....	do.....	100,000	42,900
Copala, Sinaloa.....	T. Wolfskill.....	do.....	500,000	211,500
Do.....	C. Pushlaker.....	do.....	20,000	8,580
San Ignacio.....	Carmen Mining Co.....	do.....	200,000	85,800
Ventanas.....	Ward Carrol Co.....	do.....	1,000,000	429,000
San Fernando.....	San Fernando Mining Co.....	do.....	6,000,000	2,574,000
Topla.....	Miller, Selby & Co.....	do.....	5,000,000	2,145,000
Mocorito.....	Wilkes y Flores.....	do.....	500,000	214,500
Cosala.....	Tyack & McKinzie.....	do.....	10,000	4,290
Do.....	Disnuck & Co.....	do.....	150,000	64,350
Badiraguato.....	A. T. McCullon.....	do.....	50,000	21,450
Do.....	Jack Williams.....	do.....	10,000	4,290
Tamuaiba.....	Jacob Chase.....	do.....	8,000	3,432
Hunacatilla.....	Jacob Crawford.....	do.....	7,000	3,008
Cullacan.....	Bruno Simausty.....	do.....	75,000	32,175
Do.....	Flores & Co.....	do.....	80,000	12,870
Do.....	Chas. Golliver.....	do.....	12,000	5,148
Tamazula.....	Guermes y Puente.....	do.....	60,000	25,740
Fuerte.....	E. A. H. Thays.....	do.....	150,000	64,350
Do.....	T. A. Shultz.....	do.....	8,000	3,480
Do.....	Swider & Co.....	do.....	70,000	30,030
Yocorato.....	Robert A. Duff.....	do.....	20,000	8,580
Do.....	Harrison & Co.....	do.....	15,000	6,435
Fuerte.....	Severiduo Mining Co.....	do.....	150,000	64,350
Ahome.....	Sinaloa Sugar Co.....	Sugar refining company.....	500,000	214,500
Do.....	Zakany Sucs.....	do.....	100,000	42,900
Navolato.....	Primavera Sugar Co.....	do.....	7,000,000	3,008,000
Total.....			25,669,000	11,012,000

## PASSPORTS.

No one traveling in this Republic needs a passport, except colonists or settlers desiring to take advantage of the liberal offers of the Mexican Government.

## DISCRIMINATIONS AGAINST AMERICAN VESSELS.

When a Mexican and an American vessel are in port at the same time, the law declares that freight must be given to the former. Owners disregarding this ruling are liable to a fine of \$1,000 Mexican, which fine is imposed by the local custom-house. About three years ago, the American steamship *Curaçao* brought a large cargo of flour from Ensenada to this port, regardless of the fact that a Mexican vessel had made application for the freight. The captain of the *Curaçao* was fined \$1,000. The suit brought by the owners of the *Curaçao* to recover this amount, paid under protest, is still pending decision in the supreme court of Mexico.

## WAGES IN SINALOA.

Mechanics, such as carpenters, painters, blacksmiths, bricklayers, tinnern, tailors, shoemakers, miners, masons, and machinists, receive from \$1.75 to \$2 (75 to 86 cents gold) a day; laborers, 25 to 35 cents (10.7 to 15 cents gold). The hours of work are from 6 a. m. to 12 m., and from 2 p. m. to 6 p. m.

Sewing girls, cooks, laundry women, house girls, nurses for children, etc., receive from \$6 (\$2.57 gold) to \$8 (\$3.42 gold) per month.

Wages are paid at the end of each day's labor. Orders for work which require material must be accompanied by the money. A great deal of work of all kinds is done on Sunday.

## ADVICE TO SETTLERS.

This consulate is weekly in receipt of letters from all parts of the United States, asking information in regard to the prospects for engaging successfully in the different businesses or professions here. Some of these letters are very lengthy, and if all questions were answered the replies would make a good-sized volume. While I desire to give Mexico all the credit it deserves and place its many advantages in a favorable light, I do not think it best to paint in colors too rosy the conditions prevailing here. Personal investigation should be made before giving up positions at home. One should always remember that, in spite of the advantages offered by Mexico, there are a great many more difficulties to be overcome than in the United States. One should visit Mexico from November to June. After that time, the heat and the rain make it difficult for newcomers to live here. No one should come here to engage in any business unless he can talk enough Spanish to make himself understood. Mexican officials will do everything that can possibly be done to induce emigration from the United States. The laws of the Republic confer special privileges upon and protect the rights of foreigners wishing to invest capital in this country. To show that the Mexican Government is desirous of cultivating closer relations with English-speaking people, I would

refer to the official decree, published September 10, 1901, which states that the English language must be taught in Mexican preparatory schools.

LOUIS KAISER, *Consul*.

MAZATLAN, *October 10, 1902.*

*Imports, by articles, from January 1 to June 30, 1902.*

Articles.	Gold.
Animal products .....	\$115, 117
Vegetable products .....	203, 978
Mineral products .....	472, 413
Textiles and manufactures of .....	310, 577
Chemical products .....	87, 374
Beverages .....	82, 545
Paper and applications of .....	45, 065
Machinery and tools .....	147, 043
Vehicles .....	6, 884
Arms and explosives .....	60, 353
Other .....	45, 456
Total .....	1, 586, 880

*Imports, by countries of production, from January 1 to June 30, 1902.*

Countries.	Gold.
Germany .....	\$220, 386
Austria .....	8, 316
Belgium .....	8, 370
China .....	7, 149
Chile .....	6, 569
Denmark .....	946
Ecuador .....	900
United States .....	808, 685
Spain .....	51, 491
Colombia .....	661
France .....	139, 404
Guayaquil .....	2, 089
Guatemala .....	40
The Netherlands .....	15, 697
Italy .....	6, 941
England .....	281, 082
Japan .....	5, 661
Mexico .....	1, 283
Norway .....	3, 422
Portugal .....	1, 274
Russia .....	81
Switzerland .....	4, 877
Sweden .....	4, 774
Sicily .....	1, 850
Turkey .....	95
Venezuela .....	443
Total .....	1, 586, 880

*Imports, by articles, from January 1 to June 30, 1901.*

Articles.	Gold
Animal products .....	\$97, 270
Vegetable products .....	189, 963
Mineral products .....	545, 335
Textiles and manufactures of .....	397, 578
Chemical and pharmaceutical products .....	79, 967
Beverages .....	64, 157
Paper and its applications .....	50, 599
Machinery and tools .....	153, 693
Vehicles .....	4, 536
Arms and explosives .....	65, 691
Other .....	60, 691
Total .....	1, 709, 495

*Imports, by countries of production, from January 1 to June 30, 1901.*

Countries.	Gold.
United States.....	\$889,431
China.....	6,381
Spain.....	41,773
England.....	270,654
Germany.....	315,581
Colombia.....	34
France.....	104,271
Italy.....	10,708
Russia.....	44
Portugal.....	776
Norway.....	4,445
Belgium.....	7,234
Denmark.....	256
Switzerland.....	7,867
The Netherlands.....	16,741
Japan.....	9,146
Austria.....	7,656
Cuba.....	277
Egypt.....	181
Congo.....	1,099
Ecuador.....	12,490
Siam.....	108
Costa Rica.....	80
Venezuela.....	223
Guatemala.....	214
Turkey.....	51
Sweden.....	1,817
Total.....	1,709,495

## MONTEREY.

### IMPORTS AND EXPORTS.

The trade of Monterey increased steadily during the fiscal year ended June 30, 1902, but to just what extent it is difficult to tell accurately, as the inland custom-house, formerly located here, has been abolished or transferred to some other place. It is a safe estimate, however, to put the imports at double those of the fiscal year 1901, 71 per cent of which came from the United States.

The exports can be given more accurately, as most of them passed through this office. They amounted in value to \$19,219,632, an increase over last year of \$2,219,632.

### DEVELOPMENT OF MONTEREY AND NUEVO LEON.

The development of Monterey and the State of Nuevo Leon, which was noted in the latest annual report from this consulate-general, continues in unparalleled strides. Many of the industries referred to therein are completed and all will be in operation by the 1st of January next. New railroads and extensions of old ones have also been begun. Within a year, Monterey will have an excellent electric street car system. The two mule car lines, which formerly did service, have been purchased by Baltimore capitalists, who are interested in the new system.

Concessions have been granted to Americans to construct gas and water works here; also to build shoe factories and tanneries.

The two great smelters located in Monterey have nearly doubled their capacity, in order to meet the demand,

## AMERICAN CAPITAL.

The Guggenheims, owners of several smelters, have invested \$12,000,000 in northern Mexico during the last year, and they intend investing much more largely in the future. It is estimated that the aggregate American investments in northern Mexico, during the past twelve months, amount to \$100,000,000, and these figures bid fair to be more than doubled during the present year.

## RAILROADS.

Nearly all the railroads in Mexico are owned and operated by Americans. In the near future, they will be as well equipped as are the railways of the United States. It is also only a question of time when these lines will extend to all parts of the country.

The Mexican National Railroad is in course of transition from a narrow to a broad gauge line, and work has been completed as far as Saltillo.

The Gulf division of the Central Railroad, which under Belgian control was a complete failure, is becoming one of the most up-to-date roads in the Republic since it came under American management.

## BANKS.

Two or three banks in addition to those previously reported have been established here during the last year. Among them is a branch of the International and Trust Company of America, with a capital of \$10,000,000.

## MINERALS.

Monterey is almost surrounded by mountains containing mineral wealth. The deposits are perhaps the richest in Mexico. Some of them have been exploited, and the profits yielded have been immense. The exploitation of the mineral wealth of the territory adjacent to Monterey is probably but in its infancy. On Saddle Mountain, a famous peak nearby, gold and iron have been found in large quantities, and no doubt similar deposits extend throughout the range.

## EXPENSES OF LIVING.

Rents are high in Monterey. For instance, a house which would rent, say in Washington, for \$25 a month would bring about double that sum here, and yet have no modern improvements.

Board is also much higher than in the United States, and is very inferior.

Clothing, too, is costly, much more so than on the other side of the Rio Grande.

PHILIP CARROLL,  
*Vice and Deputy Consul-General.*

MONTEREY, November 20, 1902.

## PROGRESO.

The present prosperity of Yucatan is so marked that some explanation should be given of the cause. Sisal hemp, its chief product, has for ten years been remunerative, but 1901 saw the fiber, that costs less than \$6 Mexican (\$2.93 gold) per hundred pounds, sell for over \$20 Mexican (\$9.76) for the same weight, and the demand was about equal to the supply even at that price.

Ten years ago, most of the plantation owners of Yucatan were more or less in debt. To-day they have not only paid their obligations, but have cash on hand, and many are wealthy.

## SISAL HEMP.

During the year ended June 30, 1901, Yucatan exported 584,786 bales of sisal hemp, having a value in Mexican money of \$31,500,000 (\$15,372,000 gold). Ninety-six per cent of the raw product went to the United States through the ports of New York, Boston, Mobile, and New Orleans. Manufactured hemp—cordage, bagging, and binder twine (principally twine)—was also exported, but much of the cordage and bagging went up the coast to supply the demands of domestic commerce. The binder twine was all sent to a certain Chicago house, by contract, I presume.

## UNITED STATES GOODS.

It is useless to look for accurate statistics of imports from the United States into Mexico through Progreso. The customs records at the Gulf ports are so kept that they do not give this information; but the fact is certain that there has been a continued annual increase in the importation from our country.

Ten years ago, when the annual report showed that \$72,000 gold had been paid to the United States manufacturers of machinery, it was thought that the climax had been reached and that the record for that fiscal year would not be broken. During the fiscal year just ended, machinery and ironware, including railroad supplies, were imported from the United States to the value of \$900,000 gold.

The enormous fall in silver values prevented many purchases of American machinery. As soon as the rate becomes firm, orders of importance now in abeyance will be given.

## DRY GOODS.

Last year, Yucatan imported from the United States only \$39,000 (gold) worth of dry goods. Our trade in this line has fallen off notably, owing largely to the fact that Mexico herself has begun to manufacture cotton goods. The Puebla and other factories of Mexico furnish just the products needed in this section; consequently, certain lines of our dry goods, especially the white and unbleached cottons, are relatively little in demand.



## IMPROVEMENTS.

The long-sustained prosperity has naturally stimulated many private and corporate enterprises. A magnificent theater, of a size and artistic worth suited to a city much larger than Merida, is now in process of construction. It is less than three-quarters built and has so far cost nearly \$500,000 gold. A large amphitheater, suitable for circuses and similar diversions, has been used for its first season and has, it is said, paid good dividends. A new hospital for the State has just been contracted for, and is to cost \$917,500 Mexican (\$447,740 gold). In all of the above structures, American machinery, beams, and general steel work have been used. The amphitheater was built by an American firm under contract.

## RAILROADS.

Several railroads, all narrow-gauge, are being constructed. Among these is a new line, the third between Merida and Progreso. This company proposes, it is understood, to run trains between Merida, the capital, and Progreso, the port, every two hours. The work upon this road is being pushed very rapidly; and as the distance between the two points is only 25 miles, over a level country, the task is not a serious one.

There is a good opening for portable railways. Many hundreds of thousands of Mexican dollars are paid every year to the makers of portable railways in France and Belgium.

## STEAMSHIP LINES.

Progreso has two new lines of steamers connecting Yucatan with the outer world. Two lines of coast-trade steamers are doing heavy business between Progreso, Vera Cruz, and way ports. Three railroad lines (two already built and another soon to be completed) will, by the end of this fiscal year, be in full operation.

Two new wharves and four immense fireproof warehouses have been constructed and are now in use.

## UNITED STATES ENTERPRISES.

There are as yet no mines known to exist in Yucatan. An artesian well company has, however, been organized, with ample capital, and an American as its working head; powerful machinery has been erected, and the huge drills are now working several hundred feet down in the bowels of the earth. Nothing has been revealed officially, but rumor hints at exciting developments.

The Yucatan Gas and Electric Company, an American concern backed by capital said to amount to \$200,000 gold, has been at work for some months, giving to the public gaslight and fuel. It appears to be doing a good business.

There are several American planters and cattlemen owning property, the estimated value of which is \$2,000,000 gold. The largest of these concerns is the San Pablo Lumber and Land Company, which is said to own a tract of land containing 50 square leagues.

## GENERAL.

Unless my deductions and outside data are wrong, the port of Progreso now stands first on the list of Mexican Gulf ports as regards export values to the United States. As the entrepôt to a single State, it also stands first in import values.

A port that sends to the United States in one single year millions of dollars' worth of raw materials—hemp, gums, hides, etc.—and annually receives goods to the value of a million and a half dollars gold, is entitled to consideration.

EDWARD H. THOMPSON, *Consul*.

PROGRESO, *August 15, 1902.*

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TAMPICO.

The close of the fiscal year 1901-2 sees Tampico occupying an important place in the list of Mexican ports, showing the greatest increase in importations, while some of them—Vera Cruz, for instance—show a decrease of over \$1,300,000 gold.

## POPULATION.

The census of 1900 gave Tampico a population of 17,259; it is estimated now to be about 20,000, four-fifths of whom are of the laboring class.

## CLIMATE AND HEALTH.

The climate varies from 93° F. in summer to 60° in winter, though a norther will often cause the temperature to fall to 40° F., and frosts are not unknown.

From statistics, Tampico would seem to be unhealthy, the yearly mortality being about 35 per 1,000; but an examination of the death lists shows that the heaviest mortality is among children under 5 years, and Mexican laborers from the interior. The Mexican poor are surprisingly careless of the health of their children, and the native from the high interior is constitutionally opposed to taking medicine of any kind, and therefore succumbs quickly to the malaria of the coast. The health of Americans who take care of themselves is as good here as it would be in the North. Many fatal diseases common in higher latitudes are unknown in Tampico.

## LABOR.

This is no place for the laborer, used to the wages and food of the United States. Farm hands receive from 25 to 75 centavos (10 to 30 cents) per day, city laborers from \$1 to \$1.50 (40 to 60 cents) per day, clerks from \$40 to \$80 (\$16 to \$32) per month Mexican currency. Railroad employees are better paid, engineers and conductors earning from \$200 to \$300 (\$80 to \$120) per month.

The Mexican is a good workman when he once understands what is expected of him, and when he labors under a foreman who knows his characteristics. The stevedores formerly had trouble in keeping men

at work discharging vessels at the local docks until several hundred West Indian negroes were brought here, since which time there have been no strikes.

#### LIVING EXPENSES.

*Rents.*—House rent is quite high, running from \$40 (\$16) per month for a four-room house to \$100 (\$40) for an eight-room flat.

*Provisions.*—Meat sells from 25 to 40 cents (10 to 16 cents) per pound, eggs from 2 to 4 cents (0.8 to 1.6 cents) apiece, milk at 18 cents (7.2 cents) per quart, sugar at 16 cents (6.4 cents) per pound, while vegetables and fruits vary with the seasons. Families satisfied with native food products can live cheaply. Imported provisions are very high, owing to the tariff.

*Servants.*—Each servant is employed for a certain class of work, which means from three to five servants per family. The wages are: Cooks, \$6 to \$8 (\$2.40 to \$3.20); chambermaids, \$4 to \$6 (\$1.20 to \$2.40); laundry, \$8 (\$3.20); and a boy, \$8 to \$15 (\$3.20 to \$6) per month. They are hard to get along with and apparently independent of working for a living.

#### MUNICIPAL IMPROVEMENTS.

At present, there is no sewerage or water system, but the Federal Government has issued city bonds for that purpose, and the contract has been let to James F. McDonald, of New York, whose men are now on the ground. The work will be completed within two years.

The city has four plazas, or public squares, only one of which is beautified. Another is being improved.

#### POLICE, HOSPITALS, ETC.

The local police force consists of about 50 men, under a chief and assistant chief, and it is effective in keeping the peace. Robberies are rare, fights infrequent, and life and property are as safe here as in the United States.

The city maintains a hospital with charity wards. It is clean, and good medical attendance is given. A smallpox and yellow fever section has all the requisites for isolation and, so far as yellow fever is concerned, for freedom from mosquitoes.

There is no fire department, either volunteer or paid, and although there have been many serious fires here in the past few years, when a good apparatus would have reduced the loss to a minimum, the city authorities seem satisfied with an old hand engine purchased in England.

The public school system is worthy of praise. While it is not equal to that of older nations, it is improving and the management is progressive. The boys and girls are in separate schools, in charge of teachers of the sex of the scholars. There are some private schools; the one sustained by Presbyterian missions is the largest. It has outgrown its present quarters and will erect a new building.

The cemeteries are owned by the municipality, and single burial spaces are sold in perpetuity for from \$20 to \$40 (\$8 to \$16) or rented in five-year terms at from \$2 to \$20 (80 cents to \$8) per space. Free spaces are provided for the poor. The ground occupied is not great compared with the population; hence the same grave is used again and again.

## BANKS.

Until within a year, there was only one banking house here—a branch of the Banco Nacional of Mexico. A branch of the Mexican Trust Company, however, has recently been opened and is meeting with success. Under a Federal concession, local capital has organized the Banco de Tamaulipas, with a capital of \$1,000,000 (\$400,000), and this institution is now open for business in commodious quarters near this consulate.

Other banks of emission located elsewhere in the Republic have had their representatives in Tampico, not to do a banking business, but merely to protect their bills which might happen to be in circulation here.

## STEAMSHIP LINES.

Having the only deep-water harbor on the Gulf between Galveston and Vera Cruz, Tampico receives shipments for a large territory from European and American ports. The extent of this service will be seen from the list of the lines trading here:

The New York and Cuba Mail Steamship Company, commonly known as the Ward Line, has a passenger and freight steamer sailing every Friday both from New York and Tampico, making the trip either way in about seven days. These steamers are finely equipped and offer a delightful ocean voyage of 2,000 miles at an exceedingly low rate.

The Leyland Line (English), from Liverpool to New Orleans via Jamaica and Tampico, has two sailings per month.

The Harrison Line (English), Liverpool to New Orleans via Colon, Belize, and Tampico, has two sailings per month.

The Pinillos Line (Spanish), from Antwerp to New Orleans via West Indian ports and Tampico, has one sailing per month.

The Cayo Line (English), Antwerp to New Orleans via Habana and Tampico, runs one vessel per month.

The Mexican-American Line (American), New Orleans to Mexican ports and return, carries freight only and has two sailings per month.

The Gulf Transit Company (American), Pensacola to Tampico, has irregular sailings, about four per month. It carries freight only.

The Hamburg-American Line (German), Hamburg to Tampico and return via West Indian ports, has three sailings per month.

The National Line (Mexican), has a fleet of small steamers engaged in the Gulf coast trade, leaving Tampico for Mexican ports to the south about every ten days; both freight and passengers.

## RAILROADS.

In the matter of railroad communication with the rest of the Republic, Tampico has a commanding position, all roads running here being under the control of one company, viz, The Mexican Central Railway, a large system, owned and controlled by Americans. While not the pioneer railway of Mexico, the Mexican Central Railway has been the most enterprising. Though only twenty years have passed since this road started operations in the Republic, during which time there have been two serious panics and a great decline in the value of silver, the management has covered Mexico from its capital to the Rio Grande with a system of trunk lines that has done much to develop the country.

From Tampico west to San Luis Potosi and Aguascalientes, runs a branch of the Mexican Central Railway, connecting at the latter city with the main line from Mexico City to El Paso, Tex. This branch was opened for traffic in 1890, and during the past year brought to Tampico 123,926 metric tons<sup>a</sup> of freight and carried from here 478,524 metric tons. The road passes from sea level to an altitude of over 6,000 feet in 678 kilometers (421 miles).

From Tampico northwest to Monterey and thence to Treviño runs the Monterey division of the Central, 625 kilometers (388 miles) in length, passing through good cattle country, from which large shipments of tomatoes and other vegetables are made every spring to the United States and in which prominent mining interests are being developed. At Monterey, connection is made with other railroad lines. During the past year, this branch brought to Tampico 69,494 metric tons of freight and took therefrom 61,314 tons. There will be a great increase in traffic this year.

The proposed direct line from Tampico to Mexico City will be only 34 miles longer than the shortest line from Vera Cruz to Mexico, and of an easier grade. It will pass through an exceedingly rich territory—the garden of Mexico, which is sufficiently developed to make the road self-sustaining from the start. Pineapples, oranges, vegetables, vanilla, coffee, all flourish, and sugar cane grows with little care. These products, which will be marketed in Tampico, will tend to increase the importance of this city, but the chief advantage will lie in the ability to get goods to and from Mexico City in twelve hours; it now takes several days. The road under construction will be completed by the end of 1904, and together with the extension north from Treviño to San Antonio, Tex. (now being surveyed), will enable the Mexican Central to carry passengers from San Antonio to Mexico City, via Tampico, in thirty-six hours, where it now takes forty-eight.

#### NEW ENTERPRISES.

One of the most important projects in contemplation is the growing of henequin in the State of Tamaulipas, just north of Tampico. Henequin, as is well known, is a plant of the extensive maguey family, heretofore produced only on the peninsula of Yucatan, where the planters have acquired immense wealth in its production. Rope is made from the fiber, and the demand for it is equal to that for manila. Over 300,000 thriving plants have been set out, during the past two years, in the region above named. Within another year or two, these plants will have reached an age at which the fiber can be extracted in safety, and it is believed that the monopoly so long held by Yucatan will be broken.

#### OIL REFINING.

The Waters-Pierce Oil Company has acquired 300 meters (327 yards) of land on the river front, adjoining the present site of the refinery, and plan the erection of a large addition thereto. The facilities for receiving coal and crude oil will also be greatly increased.

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<sup>a</sup> Of 2,205 pounds.

## OIL PRODUCTION.

The Mexican Petroleum Company, an American concern, has bought 500,000 acres of land 50 miles west of this port, on which there has been extensive exploration. Nearly a dozen wells have been drilled and in all oil has been found. The product, however, seems likely to prove more valuable for asphalt than for either illuminating or lubricating oil, as the proportion so far runs about 50 per cent asphalt.

Other large interests have acquired land in this vicinity and will sink wells, so that it will soon be demonstrated if this is an oil district or not. There is scarcely a country in the world to which the production of fuel or illuminating oil would be of more value than to Mexico. The increase in manufactures figures largely in the programme of advancement, but such enterprises have to face the fuel question, which is hard to solve when there is no good fuel of any kind in the country, necessitating the importation thereof.

## TAMPICO-TUXPAN CANAL.

This canal will develop a large territory to the south of Tampico, the products of which will be marketed here. It is said that when the canal is once opened Tuxpan will cease to be a port of entry, and the custom-house will be covered into that of Tampico. The importations through Tuxpan for the past fiscal year were only \$53,000 gold, against nearly \$11,000,000 gold for Tampico and over \$20,000,000 for Vera Cruz.

## NOTES.

Bath tubs and water fixtures of all kinds will be in demand as soon as the water and sewer system is established. At present, there is no supply of such apparatus in Tampico, and our manufacturers should be on the ground ready to take orders.

The extensive building operations now going on would justify the establishing of a modern brickyard here. There are several yards, but none of them is modern.

Within the past five years, naphtha launches have come into use here. More could be disposed of if the sale were pushed by a good agent, offering a simple but complete boat.

The surrounding country is well adapted for cattle and cane, and the buyers of lands in this vicinity at present prices will make money.

SAML. E. MAGILL, *Consul*.

TAMPICO, *October 18, 1902.*

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TUXPAN.

Within 7 miles of the Gulf of Mexico, on the left bank of the Tuxpan River, in the State of Vera Cruz, is located the city of Tuxpan, which was founded in the year 1754. Its environs are exceedingly picturesque. The city is built in the old Spanish style with concrete buildings one story in height. It has excellent natural drainage to the river and is exempt from all epidemic or endemic fevers of a fatal

character. The population, including suburbs, is 14,000. Its topographical position and natural advantages are such that upon the completion of a railroad, which will soon be under way, to the City of Mexico, and the opening of the bar at the mouth of the river, this port will become one of the most important on the Gulf coast.

#### WHARF: LAGOONS.

The Federal Government has, during the past year, constructed a substantial wharf for the use of the custom-house, which cost \$40,000 (\$18,000).<sup>a</sup> It is a valuable acquisition to the river frontage of the city and a great aid to the business community. Work has been commenced on the chain of shallow inland lagoons connecting Tuxpan and Tampico, a distance of 125 miles. These are now navigable for small craft of 3 to 5 tons, but travel is extremely uncertain and tedious under existing conditions, owing to shallow water and sand bars. When the work is completed, which will probably be in three years, this will be an important waterway, and greatly develop the agricultural and commercial resources of the district. The passage between Tuxpan and Tampico by the Laguna costs at present, including meals, \$8 to \$10, and takes three to seven days, according to the wind and the disposition of the crew to pole.

#### AGRICULTURE.

The agricultural methods prevailing in this consular district are primitive, the implements employed by the planters being the same as those that were in use a hundred or more years ago. The crops are confined to a few staples—principally corn, beans, onions, and potatoes—all in small quantities and of inferior quality, although the soil is extremely fertile and capable of yielding large and varied crops; but all farm work is accomplished under the most wasteful and laborious conditions, and results are unsatisfactory. Prices are remunerative and the demand always exceeds the supply.

#### EXPORTS TO THE UNITED STATES.

The articles exported from this consular district to the United States are dry hides, green hides, deerskins, honey, pimento, cedar, mahogany, rubber, chicle, tobacco, beeswax, fustic, sarsaparilla, coffee, and vanilla.

#### CATTLE.

Cattle raising, which has greatly increased in the last few years, is at present the most productive industry in this region. The cattle are of a good quality, and with the constant improvements in the rich grazing lands in this consular district will eventually become of superior grade. They furnish excellent meat, large quantities of which are shipped to different points of the Republic, especially the State of Yucatan.

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<sup>a</sup> Average value of Mexican pesos, 45.2 cents.

## WOODS.

The forests in this consular district abound in a variety of trees of great value for house and ship building, the manufacture of furniture, and numerous other purposes. Cedar and mahogany are found in the interior. Sapote, chijol, and ironwood are plentiful, as well as other varieties that are extremely hard and capable of developing a beautiful grain. They appear to be indestructible, even when exposed to the inclemency of tropical weather.

## ASPHALT.

Two companies are engaged in extracting asphalt, one American (The New Jersey and Mexican Asphalt Company) and one English (The London Oil and Trust Company). Up to the present, the results obtained have not been satisfactory, but with improved machinery, soon to be introduced, it is expected that a profitable industry will be established in this section, as there are large deposits of surface asphalt, with traces of oil, throughout this region.

## FISHERIES.

Although the Gulf of Mexico and the Tuxpan River have a great variety of fish of superior quality for food, oil, and fertilizing purposes, there is not a single fishery in Tuxpan or the surrounding country. There is no export trade, and fish are not caught for local consumption. This would be a profitable field for anyone possessing a knowledge of the business.

## TUXPAN VALLEY RAILROAD.

The construction of a railroad from here to Mexico City will soon be undertaken by the Tuxpan Valley Railroad Company, which has secured a concession from the Government. According to the terms of this grant, the company binds itself to commence preliminary surveys within six months from date of concession (July 7, 1902), and to complete the work in five years. The road is to start at a point on the right bank of the Tuxpan River, in the suburb of Cabellos Blancos, traverse the States of Vera Cruz, Puebla, and Hidalgo, and tap a branch of the Mexican Central Railroad at Atlapexco, 120 miles from Cabellos Blancos.

## BUSINESS OPPORTUNITIES.

A furniture factory is needed, and a machine shop for repairs of all kinds would be profitable. A jewelry store with repair department would pay well. There is a good chance for a meat market; those in existence are very poorly managed. An ice plant would secure a large trade. There is not a tannery in this district, although there is excellent wood for tanning purposes, and quantities of hides and deerskins are exported.

Anyone starting a bottling establishment for beer, soda, and mineral waters would in time build up a profitable trade. A well-stocked lumber yard is needed, as well as a laundry.



When the railroad is completed, there will be excellent opportunities for electric plants, street paving, sewerage, water supply, road building, etc.

#### NAVIGATION.

The coast trade is carried on exclusively between this port and Tampico north, and Vera Cruz, Laguna, Tabasco, Campeche, and Progreso south, by the *Compania Mexicana de Navegacion* (The Mexican Navigation Company), which runs trimonthly steamers. The fare to Tampico is \$14.60 and to Vera Cruz \$17.60; time to either place, about twelve hours. The steamers connect at these ports with the Ward Line for the United States and with French, German, and Spanish lines to all points of Europe.

#### UNITED STATES GOODS.

The principal articles of import from the United States are dry goods, kerosene, flour, sewing machines, drugs, ironware, sugar machinery, hardware, and perfumery. This market is overstocked with German imitations of American articles, principally in the hardware and crockery lines. France supplies the greater portion of silks, laces, and ladies' and children's underwear. Our boots and shoes are almost exclusively used here, and a well-stocked shoe store with a repairing department would be a profitable investment.

#### RENTS AND REAL ESTATE.

Rents are quite reasonable in Tuxpan; a residence of 4 to 6 rooms is rented at from \$16 to \$40 (\$7.23 to \$18), according to location. Rents in the suburbs vary from \$4 to \$6, per month. City lots, 75 by 150 feet, cost from \$300 to \$500 (\$136 to \$226), according to location. Very few desirable sites can be obtained at present, as the principal streets are built up. Foreigners can own real estate in Mexico, but according to the constitution of this country, they must have it stated in the deeds to what nation they owe allegiance; otherwise, they become Mexican citizens.

#### LAND VALUES.

Good sugar, rubber, and coffee lands can still be secured at \$3 to \$5 (\$1.35 to \$2.26) per hectare (2.47 acres) within 3 to 5 miles of Tuxpan. Grazing lands, 10 to 15 miles beyond the city limits, cost from \$8 to \$10 (\$3.62 to \$4.52) per hectare. These prices will advance as soon as work on the railroad from Tuxpan to Mexico City is commenced, which, according to the terms of the concession, must be done before July 1, 1903.

#### WAGES.

The following shows the average rates:

	Mexican currency.	United States currency.
Cooks ..... per month..	a \$3.00 to \$5.00	\$1.35 to \$2.26
Maids..... do.....	a 2.00 to 3.00	.90 to 1.35
Girl or boy..... do.....	a 1.00 to 2.00	.452 to .90
Farm laborers..... per day..	b.50	.23
Ordinary laborers..... do.....	b.75 to 1.00	.34 to .45
Carpenters..... do.....	b 1.50 to 2.00	.68 to .90
Masons..... do.....	b 1.50 to 3.00	.68 to 1.36
Painters..... do.....	b 1.00 to 2.50	.90 to 1.13

a With board.

b Without board.

## POSTAL MATTERS.

The parcels-post service established between the United States and Mexico has been of great service to all classes, and judging from its rapidly increasing volume, is extremely popular.

Post-office money orders issued on Mexico cost: From \$1 to \$10 (45.2 cents to \$4.52), 10 cents (4.5 cents); above \$10 (\$4.52), not exceeding \$20 (\$9), 15 cents (6.8 cents), and 5 cents (2.2 cents) for every additional \$10 (\$4.52) up to \$100 (\$45.20), for which 50 cents (22.6 cents) is paid.

No office will issue postal orders for more than \$100 (\$45) to any person at one time, unless it has been previously instructed to do so.

International postal orders cost: From \$1 up to \$10 (45.2 cents to \$4.52), 10 cents (4.5 cents); above \$10 (\$4.52), not exceeding \$20 (\$9), 15 cents (6.8 cents), and 5 cents (2.2 cents) for every additional \$10 (\$4.52) up to \$100 (\$45.20), for which \$1 (45.2 cents) is paid.

Besides the above premium, a 2-cent (0.9 cent) stamp must be attached to each order up to \$100 (\$45.20), and 5 cents (2.2 cents) for every amount exceeding \$100 (\$45.20). No order will be issued to any person for more than \$200 (\$90.40).

## AMERICAN COLONY.

There is a small American colony within a radius of 10 miles of this city, on the Tuxpan River and its tributaries. Its members are engaged in cattle raising, the cultivation of vanilla, sugar cane, rubber, coffee, and corn, and are fairly successful in their respective occupations. Judging from inquiries which are constantly received from the United States, there will be a large addition to this community as soon as the railroad is completed.

## EXPLANATION OF DUTIES.

The words "net kilo," "legal kilo," and "gross kilo," employed in the tariff of Mexico are to be construed as follows: "Net kilo" is the real weight of the article, without covers, wrappings, cases, or boxes. "Legal kilo" includes interior covers, wrappings, cases, or tins which may contain the article, but not the exterior box or case in which it is shipped. "Gross weight" includes the merchandise, with all interior and exterior packages, wrappings, covers, etc.

*Exports from Tuxpan, 1901.*

Articles.	Value, United States gold.	Articles.	Value, United States gold.
Allspice.....	\$13,313.99	Rubber.....	\$15,961.31
Brass, old.....	49.93	Rubber, nipples.....	11.33
Copper, old.....	99.48	Sarsaparilla.....	33.59
Copper, comp.....	12.96	Skins:	
Coffee.....	300.40	Deer.....	15,705.61
Chicle.....	86,765.29	Hog.....	27.18
Cedar.....	60,970.30	Alligator.....	323.73
Chapote (asphalt).....	16.60	Vanilla.....	92,861.96
Honey.....	23,081.46	Wood, moral.....	766.48
Hides:		Wax, bees.....	131.08
Dry.....	4,145.85		
Green.....	3,703.70	Total.....	345,150.41
Mahogany.....	20,645.48		

A. J. LESPINASSE,  
Consul.

TUXPAN, *October 27, 1902.*

# CENTRAL AMERICA.

## BRITISH HONDURAS.

The trade and industries of this colony for 1901-2 are on the decrease, owing to the low prices of mahogany and logwood, the great staples of the country, and the increasing expense of getting these woods from the interior to the shipping points; also, because the forests are greatly depleted. A recent boom has been created, however, by the "American invasion" of a Boston and a Louisville firm; and the result so far is that, while the nominal shipments of these woods to the United States during any of the past ten years have not been over \$500 per annum, during the year ended June 30, 1902, the shipments of mahogany amounted to \$27,087; of logwood, there were none.

### CENSUS.

The census of British Honduras was taken in 1901, showing the small increase during the last ten years of about 2,000. The political divisions of the colony are:

Districts.	Area.	Population.
Belize .....	1,732	13,771
Cousal .....	697	5,964
Orange Walk .....	1,433	6,550
Stann Creek .....	2,000	4,059
Toledo .....	900	4,277
Cayo .....	800	2,858
Total .....	7,562	37,479

The principal countries of birth are the following:

British Honduras .....	28,505
United Kingdom .....	177
United States .....	178
Central America .....	4,789
Jamaica .....	864
Barbados .....	229
East Indies .....	190
Yucatan .....	1,712
Africa .....	110

The whites number about 500.

### NEW TELEGRAPH LINE.

The only public improvement undertaken during the past year is the building of a telegraph line from Belize to the Rio Hondo. A cable crossing that river will connect the line with an overland wire through Mexico. This line is 100 miles in length and should be in operation by 1903.

## TRADE.

I inclose the full report of the importations for 1901. The United States sends \$731,137 worth of the grand total of \$1,227,202. From November 1 to April 1, during which months there is no quarantine detention here, a trip to Belize and the interior and along the well-sheltered coast will be found enjoyable. The steamships running here are controlled or owned by the United Fruit Company. The *Breakwater* is the only regular vessel flying the Stars and Stripes; all the others are British or Norwegian. An occasional lumber schooner of American registry arrives from Pensacola, reminding us that such vessels exist, but they are rare indeed in the Gulf of Honduras.

*Imports and exports of British Honduras in 1901.*

Countries.	Exports thereto.			
	Imports therefrom.	Produce and manufactures.	Foreign and other colonial produce and manufactures.	Total.
United Kingdom .....	\$378,506	\$561,472	\$74,441	\$635,918
British colonies:				
Barbados .....	817			
Canada .....	3,384			
Demerara .....	15			
Grenada .....	1			
Jamaica .....	10			
St. Lucia .....	2			
Trinidad .....	212			
Total .....	3,941			
Foreign countries:				
Austria .....	60			
Belgium .....	3,519			
Colombia .....	4			
Costa Rica .....	10			
Egypt .....	16			
France .....	5,613	39,199	14,470	53,669
Germany .....	10,812	18,240	33,825	52,065
Guatemala .....	10,134	322	7,364	7,686
Holland .....	244	11,799		11,799
Honduras .....	66,395	1,675	21,125	22,800
Italy .....	6			
Mexico .....	21,226		8,057	8,057
Nicaragua .....	235		324	324
Norway .....	27			
Russia .....	10			
Spain .....	265			
Switzerland .....	42			
United States .....	781,137	261,461	333,824	595,235
Total .....	849,755	332,696	418,969	751,685
United Kingdom .....	378,506	561,472	74,441	635,918
British colonies .....	3,941			
Foreign countries .....	849,755	332,696	418,969	751,685
Grand total .....	1,227,202	894,168	498,430	1,837,598

*Summary of value of the imports and exports of British Honduras in 1901.*

Classes.	Imports.	Exports.		
		Home produce.	Foreign produce.	Total.
Live animals, food, drink, and narcotics .....	\$659,870	\$210,704	\$10,108	\$220,812
Raw materials .....	15,590	683,464	145,752	829,216
Manufactured materials:				
Textile .....	200,657		11,312	11,312
Metal .....	75,406		8,629	8,629
Other .....	245,473		2,721	2,721
Coin, bullion, and specie of all kinds .....	30,106		314,908	314,908
Total .....	1,227,202	894,168	498,430	1,837,598

*General imports into British Honduras in 1901.*

[Duty 12½ per cent ad valorem, ordinance No. 1, 1900, and ordinance No. 1, 1901.]

Articles.	Country whence imported.	Value of total quantities imported.	Value of quantities entered for home consumption.	Value in currency of total imports.	Gross amount of duty received in currency.
Aerated waters .....	United Kingdom .....	\$1,678.00	\$1,661.00		
	United States .....	625.00	638.00	\$2,896.00	\$298.45
Blinds, doors, sashes, etc. ....	Germany .....	588.00	588.00		
	United States .....	2,958.00	2,958.00	2,958.00	308.75
Bread and biscuits, navy and pilot.	do .....	2,508.00	2,508.00		
	United Kingdom .....	31.00	31.00	2,539.00	263.32
Bacon and hams .....	United States .....	21,941.00	21,941.00		
	United Kingdom .....	28.00	23.00	21,964.00	2,247.45
Books and stationery .....	United States .....	3,449.00	3,413.00		
	United Kingdom .....	2,211.00	2,222.00	5,777.00	567.55
Boots and shoes .....	Germany .....	117.00	117.00		
	United States .....	68,151.00	64,422.00		
Brush ware .....	United Kingdom .....	2,098.00	2,098.00		
	Guatemala .....	287.00	287.00	66,461.00	7,018.82
Butter .....	Honduras .....	122.00	122.00		
	Germany .....	766.00	766.00		
Cement and lime .....	Switzerland .....	42.00	42.00		
	United States .....	1,360.00	1,361.00		
Clothing .....	United Kingdom .....	82.00	82.00	1,453.00	152.90
	Germany .....	11.00	11.00		
Copper .....	United States .....	18,999.00	18,999.00		
	United Kingdom .....	2,861.00	2,861.00	21,885.00	2,257.40
Cheese .....	France .....	25.00	25.00		
	United Kingdom .....	629.00	629.00		
Cotton goods .....	United States .....	274.00	274.00	940.00	94.00
	Belgium .....	38.00	38.00		
Confectionery .....	Guatemala .....	4.00	4.00		
	United States .....	5,431.00	5,506.00		
Drugs and chemicals .....	United Kingdom .....	14,891.00	14,932.00		
	Germany .....	140.00	140.00	20,486.00	2,096.73
Earthen and glass ware .....	France .....	12.00	12.00		
	Barbados .....	12.00	12.00		
Furniture .....	Mexico .....	90.00	90.00		
	United Kingdom .....	1,272.00	1,272.00	1,274.00	127.40
Fish, salted .....	United States .....	2.00	2.00		
	do .....	7,916.00	7,916.00		
Guns and pistols .....	United Kingdom .....	2,366.00	2,361.00	10,465.00	1,068.50
	Honduras .....	10.00	10.00		
Hardware and cutlery .....	Guatemala .....	78.00	78.00		
	United States .....	95.00	95.00		
Hats .....	United States .....	79,734.00	81,167.00		
	United Kingdom .....	90,638.00	90,081.00	171,283.00	17,507.00
Rugs and carpets .....	France .....	112.00	112.00		
	Germany .....	799.00	799.00		
Sausages .....	United Kingdom .....	5,604.00	5,172.00		
	United States .....	1,593.00	1,593.00	7,228.00	683.43
Shoes .....	France .....	9.00	9.00		
	Guatemala .....	17.00	17.00		
Skins and furs .....	United States .....	18,918.00	19,007.00		
	United Kingdom .....	2,042.00	1,916.00		
Tea .....	Germany .....	1,282.00	1,282.00	22,338.00	2,255.60
	Mexico .....	9.00	9.00		
Tobacco .....	France .....	87.00	87.00		
	United States .....	2,089.00	2,121.00		
Wool .....	United Kingdom .....	6,794.00	6,791.00		
	Germany .....	1,538.00	1,515.00	10,509.00	1,061.96
Woolen goods .....	Guatemala .....	32.00	32.00		
	Mexico .....	1.00	1.00		
Woolen manufactures .....	Austria .....	60.00	60.00		
	United States .....	5,246.00	4,475.00		
Woolen manufactures .....	United Kingdom .....	513.00	952.00	5,774.00	553.30
	Honduras .....	15.00	15.00		
Woolen manufactures .....	United States .....	852.00	852.00	852.00	106.50
	do .....	277.00	277.00		
Woolen manufactures .....	United Kingdom .....	1,595.00	4,305.00	2,263.00	693.43
	Belgium .....	891.00	291.00		
Woolen manufactures .....	United States .....	24,165.00	24,463.00		
	United Kingdom .....	14,238.00	14,090.00		
Woolen manufactures .....	Germany .....	44.00	44.00		
	France .....	200.00	200.00	41,743.00	4,305.00
Woolen manufactures .....	Belgium .....	3,095.00	3,095.00		
	Grenada .....	1.00	1.00		
Woolen manufactures .....	United States .....	2,505.00	2,505.00		
	United Kingdom .....	7,978.00	7,984.00		
Woolen manufactures .....	Honduras .....	2,996.00	2,996.00	14,517.00	1,476.47
	Guatemala .....	947.00	947.00		
	France .....	91.00	91.00		

*General imports into British Honduras in 1901—Continued.*

Articles.	Country whence imported.	Value of total quantities imported.	Value of quantities entered for home consumption.	Value in currency of total imports.	Gross amount of duty received in currency.
Indian corn .....	United States .....	\$15,322.00	\$15,322.00	\$15,322.00	\$1,596.80
Iron fencing .....	do .....	726.00	726.00		88.60
	United Kingdom .....	110.00	110.00	836.00	
Iron roofing .....	do .....	7,337.00	4,064.00	7,337.00	411.13
Lamps and lamp ware .....	United States .....	2,536.00	2,570.00	2,803.00	292.43
	United Kingdom .....	267.00	267.00		
Leather, unmanufactured .....	United States .....	1,489.00	1,489.00		171.85
	Mexico .....	185.00	185.00	1,674.00	
Matches .....	United States .....	3,690.00	3,690.00		404.10
	United Kingdom .....	219.00	219.00	3,899.00	
Metal (old) .....	Guatemala .....	13.00	13.00	13.00	1.30
Musical instruments .....	United States .....	2,032.00	2,035.00		323.73
	United Kingdom .....	101.00	101.00	3,209.00	
	Germany .....	1,076.00	1,076.00		
Jewelry and plate .....	United States .....	3,902.00	2,654.00		
	United Kingdom .....	1,292.00	1,492.00		440.48
	Mexico .....	100.00	168.00	5,580.00	
	Germany .....	271.00			
	Demerara .....	15.00	15.00		
Paints .....	United Kingdom .....	8,807.00	8,864.00	10,671.00	1,100.15
	United States .....	1,864.00	2,034.00		
Perfumery .....	do .....	4,534.00	4,023.00		823.43
	United Kingdom .....	3,315.00	3,280.00	8,680.00	
	Germany .....	287.00	287.00		
	France .....	418.00	418.00		
	Barbados .....	126.00	126.00		
Provisions .....	United States .....	71,905.00	72,277.00		13,892.17
	United Kingdom .....	65,440.00	63,890.00		
	Barbados .....	172.00	172.00		
	Honduras .....	78.00	78.00		
	Guatemala .....	374.00	374.00		
	Nicaragua .....	4.00	4.00		
	Germany .....	393.00	393.00	188,919.00	
	Spain .....	50.00			
	Italy .....	6.00	6.00		
	Mexico .....	79.00	79.00		
	France .....	204.00	204.00		
	Trinidad .....	212.00	212.00		
	St. Lucia .....	2.00	2.00		
Rope and twine .....	United States .....	7,684.00	7,798.00		1,230.43
	United Kingdom .....	4,225.00	4,225.00	11,917.00	
	Honduras .....	8.00	8.00		
Rice .....	United Kingdom .....	29,008.00	27,757.00	29,547.00	2,878.25
	United States .....	539.00	539.00		
Pitch and tar .....	do .....	769.00	769.00	804.00	82.67
	United Kingdom .....	35.00	35.00		
Saddlery and harness .....	United States .....	809.00	851.00	2,582.00	259.30
	United Kingdom .....	1,773.00	1,726.00		
Salt .....	do .....	70.00	70.00	75.00	9.38
	United States .....	5.00	5.00		
Sewing machines .....	do .....	2,627.00	2,627.00		298.80
	United Kingdom .....	117.00	117.00	2,858.00	
	Germany .....	106.00	106.00		
	Guatemala .....	8.00	8.00		
Ship chandlery .....	United States .....	861.00	861.00	900.00	90.00
	United Kingdom .....	39.00	39.00		
Shot and ammunition .....	United States .....	1,182.00	1,182.00	3,027.00	304.28
	United Kingdom .....	1,845.00	1,671.00		
Silks .....	do .....	1,502.00	1,643.00	1,511.00	165.20
	United States .....	9.00	9.00		
Sundries .....	do .....	19,462.00	19,191.00		3,186.11
	United Kingdom .....	10,448.00	10,448.00		
	Germany .....	871.00	711.00		
	Honduras .....	314.00	314.00		
	Mexico .....	73.00	73.00		
	Guatemala .....	342.00	342.00	31,685.00	
	Spain .....	5.00	5.00		
	Nicaragua .....	2.00	2.00		
	Barbados .....	3.00	3.00		
	Colombia .....	4.00	4.00		
	Jamaica .....	9.00	9.00		
	France .....	152.00	152.00		
Toys .....	United States .....	495.00	495.00	1,114.00	117.05
	United Kingdom .....	411.00	411.00		
	Germany .....	208.00	208.00		
Trucks and carts .....	United States .....	76.00	76.00	76.00	7.60
Wood and wicker ware .....	United Kingdom .....	163.00	163.00		
	United States .....	2,409.00	2,409.00	2,577.00	268.80
	Germany .....	5.00	5.00		

*General imports into British Honduras in 1901—Continued.*

Articles.	Country whence imported.	Value of total quantities imported.	Value of quantities entered for home consumption.	Value in currency of total imports.	Gross amount of duty received in currency.
Woolen goods.....	United Kingdom.....	\$7,119.00	\$7,058.00	\$7,300.00	\$726.96
	Germany.....	181.00	181.00		
	United States.....	50.00	50.00		
Candles (tallow).....	do.....	280.00	280.00	280.00	28.00
Flour.....	do.....	66,554.00	66,556.00	66,554.00	6,656.60
Hay and oats.....	do.....	5,764.00	5,764.00	5,764.00	576.40
Lard.....	do.....	9,965.00	9,930.00	9,965.00	993.00
Soap.....	do.....	6,898.00	6,898.00	20,806.00	2,087.90
	United Kingdom.....	13,918.00	13,481.00		
Cigars.....	Mexico.....	6,884.00	6,000.00	7,334.00	1,750.00
	United Kingdom.....	12.00	12.00		
	United States.....	869.00	869.00		
	Honduras.....	119.00	119.00		
Total.....					86,840.34

[Ordinances No. 1 and 13 of 1895, and No. 12 of 1897, and No. 1 of 1901.]

Article.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	Value in currency of total imports.	Duty.	
					Gross amount received in currency.	Rate and when imposed. <sup>a</sup>
Beef and pork (mess) bbls.	United States...	5,852	5,355½	\$72,284.00	\$5,855.50	\$1 per bbl. of 200 lbs.
Beer, porter, cider, and perry...galls.	do.....	14,926	14,772	10,259.00	5,781.00	25c. per gall. in bulk.
	United Kingdom.....	8,720½	8,286	5,714.00		25c. per 6 reputed quarts.
	Germany.....	140	116	128.00		
Candles:						
Tallow.....lbs.	United States...	1,075	1,075	96.00	10.75	1c. per lb.
Other.....do.	do.....	82,144	31,694	3,080.00		
	United Kingdom.....	13,781	13,781	1,117.00		
	Germany.....	1,420	1,420	195.00	977.20	2m. per lb.
	Holland.....	1,965	1,965	209.00		
Cigars <sup>a</sup> .....No.	Mexico.....	403,310	388,935	6,834.00	2,254.40	\$6 and \$4 per M.
	United Kingdom.....	500	500	12.00		
	United States.....	52,062	52,062	869.00		
	Honduras.....	35,795	99,083	119.00	2,589.05	75c. and \$1.50 per M.
Cigarettes.....do.	United States.....	2,305,511	1,637,011	3,320.00		
	United Kingdom.....	208,730	208,730	704.00		
	Mexico.....	32,476	243,580	79.00	2,880.96	2m. per lb.
	Egypt.....	2,000	2,000	16.00		
	Guatemala.....	80	34,160	1.00		
Coffee.....lbs.	United States.....	82,360	81,480	6,680.00	2,880.96	2m. per lb.
	United Kingdom.....	7,953	5,091	514.00		
	Guatemala.....	56,068	27,137	3,422.00		
	Mexico.....	1,026	1,026	16.00	147.03	3m. per lb.
	Honduras.....	16,754	24,528	1,474.00		
	Nicaragua.....	2,286	2,286	229.00		
Cocoa.....do.	United Kingdom.....	1,594	1,594	238.00	1,146.25	50c. per bbl.
	United States.....	3,127	3,127	587.00		5m. per lb.
	Mexico.....	180	180	24.00		10c. per 100 lbs.
Flour.....bbls.	United States.....	2,292½	2,292½	9,614.00	135.92	1c. per lb.
Gunpowder.....lbs.	United Kingdom.....	20,362	8,452	3, 57.00		
	United States.....	1,400	1,825	218.00		
Hay and oats.....do.	do.....	69,794	69,794	572.00	982.44	\$1.50 per M. ft.
Lard.....do.	do.....	13,592	13,592	824.00		\$1 per M. ft.
Lumber:						
Dressed.....ft.	do.....	654,961	654,961	18,426.00	689.96	
Rough.....do.	do.....	625,954	625,954	9,282.00		
	Honduras.....	14,000	14,000	280.00		
Oils:						
Mineral...galls.	United States...	141,335	141,335	20,100.00	4,240.05	3m. per gall.
Below 180°...do.	do.....	352½	352½	135.00		6m. per gall.
F. flash test...do.	United Kingdom.....	599	599	315.00		
Opium.....lbs.	United States.....	22	22	80.00	13.20	\$2 and \$4 per lb.
	Germany.....	16½	16½	56.00		
Soap.....do.	United States.....	21,809	21,809	716.00		25c. per 100 lbs.
	United Kingdom.....	25,050	25,560	804.00		

<sup>a</sup> The total value of cigars is included in the ad valorem articles, except \$500 entered in January.

## General imports into British Honduras in 1901—Continued.

Article.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	Value in currency of total imports.	Duty.	
					Gross amount received in currency.	Rate and when imported.
<b>Spirits:</b>						
Brandy...galls..	United Kingdom	1,021	815	\$2,365.00	\$3,185.00	\$2.50 per gall.
	Germany	61	137	48.00		
	France	684	821	2,238.00		
Cordials...do...	United Kingdom	188	172	855.00	726.25	Do.
	Germany	91	101	259.00		
	France	16	6	52.00		
	United States		8			
	Spain		1			
	Russia		1	10.00		
Gin...do...	United Kingdom	1,404	1,193	1,241.00	3,792.50	Do.
	Germany	277	251	218.00		
	Holland	57	72	35.00		
Rum...galls..	United Kingdom		4		20.00	Do.
	France		4			
Whisky...do...	United Kingdom	3,083	2,909	5,234.00	10,683.25	Do.
	Canada	1,288	650	3,275.00		
	United States	558	689	2,165.00		
	Germany		4			
Other...do...	United States	2	2	10.00	32.50	Do.
	United Kingdom	4	4	41.00		
	Germany	28	11	18.00		
	France	2	2	3.00		
	Spain		1			
	Barbados	2	2	4.00		
Sugar, refined .lbs..	United States	86,315	62,374	3,681.00	1,961.13	2c. and 3c. per lb.
	United Kingdom	3,370	4,261	128.00		
	Germany	2,500	2,500	95.00		
Tea...do...	United Kingdom	32,404	32,068	6,484.00	1,608.20	5c. per lb.
	United States	106	106	50.00		
<b>Tobacco:</b>						
Raw (leaf) .do...	do	115,259	108,971	10,813.00	8,733.76	8c. per lb.
	Mexico	51	51	1.00		
	Honduras	195	195	39.00		
Other than leaf, pounds	United States	882	607	336.00	562.25	50c. per lb.
	United Kingdom	517	517	884.00		
<b>Wines.</b>						
Sparkling.galls..	do	116	73	806.00	308.25	\$1.50 per gall.
	France	128	116	1,140.00		
	Germany	22	14	88.00		
	United States	24	2	35.00	4,505.00	50c. per gall.
Still...do...	United Kingdom	5,976	5,990	7,259.00		
	Germany	921	758	1,077.00		
	France	582	427	797.00		
	United States	1,664	1,536	1,255.00		
	Spain	360	295	210.00		
Revolvers...No..	United States	61	61	308.00	186.00	\$3 each.
Rifles...do...	United Kingdom	1	1	15.00	10.50	\$1.75 each.
	United States	6	6	85.00		
<b>Total</b> .....					150,565.25	

[Duty free, ordinances Nos. 1 and 13, 1895, and No. 1, 1901.]

Articles.	Countries whence imported.	Total quantities imported.	Value of quantities entered for home consumption.	Value in currency of total imports.
Agricultural implements.....	United States		\$679.00	\$644.00
Cane mills, cornshellers, etc.....	United Kingdom		65.00	
<b>Animals:</b>				
Cattle.....head..	Honduras	2,286	55,260.00	63,498.00
	United States	183	8,238.00	
Horses and mules.....do..	do	1	150.00	430.00
	Honduras	5	220.00	
	Guatemala	2	60.00	90.00
Hogs.....do...	Honduras	5	21.00	
	United States	11	69.00	1,552.00
Turtle.....do...	United States	389	1,548.00	
	Mexico	1	4.00	
	Honduras			



*General imports into British Honduras in 1901—Continued.*

Articles.	Countries whence imported.	Total quantities imported.	Value of quantities entered for home consumption.	Value in currency of total imports.
<b>Animals—Continued.</b>				
Other .....	United States.....		\$530.00	
	United Kingdom.....		21.00	\$564.00
	Honduras .....		3.00	
<b>Fowls .....</b>	United States.....		880.00	967.00
	Honduras .....		107.00	
<b>Books, printed.....</b>	United States.....		2,422.00	
	United Kingdom.....		2,749.00	
	Germany .....		7.00	5,189.00
	Costa Rica.....		10.00	
	Jamaica .....		1.00	
<b>Bee-culture appliances.....</b>	United States.....		43.00	43.00
<b>Bricks, roofing slates, and tiles.....</b>	No. do.....	20,638	464.00	735.00
	United Kingdom.....	40,000	271.00	
<b>Bullion and coin.....</b>	United States.....		17,000.00	
	Mexico .....		8,218.00	30,106.00
	Honduras .....		1,150.00	
	Guatemala .....		3,738.00	
<b>Cocoanuts.....</b>	No. Honduras.....	10,100	78.00	81.00
	Guatemala .....	300	3.00	
<b>Coal and coke .....</b>	tons. United States.....	815	4,815.00	6,006.00
	United Kingdom.....	191	1,190.00	
<b>Church vestments.....</b>	United States.....		318.00	459.00
	United Kingdom.....		141.00	
<b>Consular supplies.....</b>	United States.....		90.00	90.00
<b>Fish, salted.....</b>	do.....		6,026.00	
	Mexico .....		132.00	6,279.00
	United Kingdom.....		12.00	
	Canada .....		109.00	
<b>Fruit, fresh .....</b>	United States.....		1,086.00	1,097.00
	Honduras .....		11.00	
<b>Government stores.....</b>	United Kingdom.....		6,747.00	9,279.00
	United States.....		2,532.00	
<b>Hides and skins.....</b>	Honduras .....		1,309.00	
	Guatemala .....		232.00	2,262.00
	Mexico .....		721.00	
<b>Ice .....</b>	United States.....		302.00	302.00
<b>Machinery.....</b>	do.....		5,458.00	7,806.00
	United Kingdom.....		2,347.00	
<b>Maps and charts.....</b>	do.....		6.00	17.00
	United States.....		11.00	
<b>Meat, fresh .....</b>	do.....		144.00	144.00
<b>Logwood .....</b>	tons. Mexico.....	83	1,600.00	1,600.00
<b>Plants, seeds, bulbs, and roots.....</b>	United States.....		279.00	
	Guatemala .....		114.00	534.00
	United Kingdom.....		1.00	
	Honduras .....		65.00	
	Mexico .....		76.00	
<b>Plant or materials for railways, tramways, electric lighting, telegraphs or telephones.....</b>	United States.....		236.00	240.00
	Honduras .....		5.00	
<b>Pumps for raising water.....</b>	United States.....		267.00	267.00
<b>Rubber .....</b>	Honduras .....		1,084.00	1,526.00
	Guatemala .....		442.00	
<b>Salt .....</b>	United Kingdom.....		5,086.00	5,086.00
<b>School appliances.....</b>	United States.....		28.00	
	United Kingdom.....		191.00	219.00
<b>Barrels and casks (empty or parts thereof).....</b>	United States.....		377.00	377.00
<b>Sponges .....</b>	Mexico .....		380.00	380.00
<b>Tanks and vats.....</b>	United States.....		3,086.00	3,066.00
	United Kingdom.....		31.00	
<b>Tombstones.....</b>	United States.....		147.00	147.00
<b>Tortoise shell.....</b>	Honduras .....		1,619.00	2,761.00
	Mexico .....		1,142.00	
<b>Trucks for mahogany works.....</b>	United Kingdom.....		198.00	198.00
<b>Uniforms .....</b>	do.....		77.00	77.00
<b>Vegetables.....</b>	United States.....		5,822.00	
	United Kingdom.....		2,002.00	7,840.00
	Honduras .....		4.00	
	Guatemala .....		3.00	
	Mexico .....		9.00	
<b>Vessels.....</b>	United States.....		483.00	510.00
	Norway .....		27.00	
<b>Total.....</b>				1,227,202.00

BELIZE, September 25, 1902.

W. L. AVERY, *Consul.*

COSTA RICA.<sup>a</sup>

## TARIFF CHANGES.

Under date of July 18, 1902, Consul J. C. Caldwell, of San José, transmits copy of law altering rates of duties on medicines and toilet articles, which provides:

[Per kilogram (2.2 pounds).]

Articles.	Pesos.	U. S. currency.
<b>Oils:</b>		
Harlem .....	3.00	\$1.40
St. Jacobs .....	3.00	1.40
Electric of Grath .....	3.00	1.40
Magic .....	3.00	1.40
<b>Waters:</b>		
Apenta .....	.05	.023
Carlsbad .....	.05	.023
Enls .....	.05	.023
Janos .....	.05	.023
Marienbad .....	.05	.023
Mellisa Camelite .....	1.50	.697
Aromatic .....	1.50	.697
Mineral .....	.05	.023
Alcohol-mint of Riegles .....	3.00	1.40
<b>Foods:</b>		
Allen's cerebral .....	3.00	1.40
Horlick's (flour) .....	.10	.046
Mellins .....	.10	.046
Nestles .....	.10	.046
Not enumerated .....	.10	.046
Barry's pain relief .....	.10	.046
Guyot's tar .....	.05	.023
Jayne's alterative .....	4.00	1.86
<b>Balam:</b>		
Hagan's .....	4.00	1.86
Jackson .....	4.00	1.86
Jerusalem .....	4.00	1.86
Kieson .....	4.00	1.86
Padre Gregorio .....	4.00	1.86
Reed .....	4.00	1.86
Sinzo .....	4.00	1.86
Asiatic vital .....	4.00	1.86
Not enumerated .....	4.00	1.86
Bioforina .....	.15	.07
<b>Bitters:</b>		
Angostura .....	1.00	.465
Hostetter .....	1.00	.465
Lupulo .....	1.00	.465
Walker's vinegar .....	.25	.116
In barrels or demijohns .....	2.50	1.16
Le Beuf's tar .....	2.50	1.16
Medicinal wax and óvulos, patented .....	4.00	1.86
Callicida .....	2.25	1.04
<b>Capsules:</b>		
Mático .....	.50	.23
Morrhual .....	.50	.23
Raquim .....	1.00	.465
Sandalo midy .....	1.00	.465
Felipe .....	2.00	.93
Not enumerated .....	1.00	.465
Jayne's carmanativo .....	4.00	1.86
Le Prince bark .....	4.00	1.86
Instantaneous poultices .....	.50	.23
Fournier's cerebrima .....	4.00	1.86
<b>Cigarettes:</b>		
Cubebs .....	2.50	1.16
Espeic and the like .....	2.50	1.16
<b>Cigars:</b>		
Belladona .....	2.50	1.16
Stramonium .....	2.50	1.16
Brown's clorodyne .....	2.50	1.16
Indian cholaloga .....	4.00	1.86
Thompson's collyrium .....	4.00	1.86
<b>Tablets and pastilles:</b>		
Vichy .....	.30	.139
Not enumerated .....	.50	.23
Lamarind .....	2.50	1.16
Allen's anti-fat .....	4.00	1.86

<sup>a</sup> For a statement of the trade of Costa Rica, see page 83.

Articles.	Pesos.	U. S. cur- rency.
<b>Cream:</b>		
Blamuth .....	2.25	\$1.04
Lanoline .....	2.25	1.04
Himrod's cure .....	2.50	1.16
Guardia, depurative .....	4.00	1.86
Kennedy's discovery .....	4.00	1.86
Elliman's embrocation .....	4.00	1.86
<b>Plasters:</b>		
Allococks .....	.50	.23
Belladonna .....	.50	.23
Benson's capelina .....	.50	.23
Rubber .....	.50	.23
Johnson's .....	.50	.23
Mercurial .....	.50	.23
Thapela .....	.50	.23
Not enumerated .....	.50	.23
Scott's emulsion and others .....	.10	.046
<b>Elixirs:</b>		
Anti-epileptic .....	4.00	1.86
Kola .....	4.00	1.86
San Marcos .....	4.00	1.86
Poli-bromine .....	4.00	1.86
Not enumerated .....	4.00	1.86
<b>Essences:</b>		
Schering's essence of rennet .....	1.00	0.465
Brown's essence of ginger .....	4.00	1.86
Schering's essence of pepsin .....	2.00	.93
Peptonate of iron .....	.15	.07
Kieson essence of life .....	4.00	1.86
Marvellous or Crowned .....	4.00	1.86
Romershausen .....	4.00	1.86
Not enumerated .....	4.00	1.86
Clark's specific .....	4.00	1.86
Jayne's expectorant .....	4.00	1.86
<b>Extracts:</b>		
Liebig's meat and others .....	.20	.093
Bristol's extract of witch-hazel (Hamamelis) .....	4.00	1.86
Pond's extract of witch-hazel (Hamamelis) .....	4.00	1.86
Malt of all kinds .....	.10	.046
Fallière's phosphate .....	2.50	1.16
Leri's phosphate .....	2.50	1.16
Julien's fruit laxative .....	2.50	1.16
Quesneville's glycerine .....	2.50	1.16
Mariazell stomach drops .....	2.50	1.16
Hemoglobin sugar drops .....	.10	.046
Frank health grains .....	4.00	1.86
<b>Powders:</b>		
Holick's (food) .....	.10	.046
Mellin's (food) .....	.10	.046
Nestle's (food) .....	.10	.046
Lactéal .....	.10	.046
Not enumerated .....	.10	.046
Hazellina .....	2.50	1.16
Hommel's hematogena .....	.15	.07
Hemoglobin .....	.10	.046
Girard's dialyzed iron .....	.15	.07
Patent injections .....	4.00	1.86
<b>Medicinal soaps:</b>		
Phenic acid, pure .....	.50	.23
Tar .....	.50	.23
Creoline .....	.50	.23
Ictiol soap .....	.50	.23
Lisol .....	.50	.23
Of mercury .....	.50	.23
Mint oil .....	.50	.23
Naptha .....	.50	.23
Resocina .....	.50	.23
Reuter .....	2.00	.93
Salol .....	.50	.23
Sublimate .....	.50	.23
Glenn's sulphur .....	.50	.23
Not enumerated .....	.50	.23
Jelly of codfish oil .....	.20	.093
<b>Syrups:</b>		
Codeine, Zeds' Tulu .....	3.00	1.39
Kopps' creosote .....	4.00	1.86
Lera's phosphate of iron .....	2.00	.93
Kopps' guayacol .....	4.00	1.86
Of figs .....	2.25	1.04
<b>Hypophosphites:</b>		
Grimault's lime .....	2.25	1.04
Fellows' .....	.15	.07
Grimault's matico .....	2.50	1.16
Pagilano .....	4.00	1.86
Grimault's quinine, iron, and others .....	.15	.07

Articles.	Pesos.	U.S. cur- rency.
Rabano yodado:		
Bucl sirup .....	2.50	\$1.16
Grimalt .....	2.50	1.16
Seigel .....	4.00	1.86
Reuter .....	4.00	1.86
Winslow .....	4.00	1.86
Not enumerated .....	4.00	1.86
Valentine's meat juice .....	.15	.07
Kola de astier and like preparations .....	.15	.07
Milk:		
Artificial milk of all kinds .....	.15	.07
Condensed .....	.15	.07
Phillips's milk of magnesia .....	2.50	1.16
Liquor of Labarraque .....	2.50	1.16
Limosina .....	.50	.23
Liniment:		
Genean's .....	4.00	1.86
Jayne's .....	4.00	1.86
Kennedy's .....	4.00	1.86
Magnetic .....	4.00	1.86
Mexican .....	4.00	1.86
Rheumatic .....	4.00	1.86
Tobias's Venetian .....	4.00	1.86
Not enumerated .....	4.00	1.86
Magnesia:		
Henry's calcined .....	2.50	1.16
Bishop's citrate of .....	.50	.23
Pain killer:		
Perry Davis's .....	4.00	1.86
Richter's .....	4.00	1.86
Sulphur tapers .....	.10	.046
Paper:		
Albes peyres .....	1.00	.465
Jessie's antasthmatic .....	2.50	1.16
Fruneau .....	2.50	1.16
Oriental smoking .....	2.00	.93
Fayard's rheumatic .....	2.50	1.16
Not enumerated .....	2.50	1.16
Pastes:		
Codeine Tulu of Zel .....	2.50	1.16
Napis .....	2.50	1.16
Pastils:		
Bilin .....	1.00	.465
Asche's bronchial .....	3.00	1.40
Ems .....	.50	.23
Queenville phenic .....	2.50	1.16
Soda, not enumerated .....	1.00	.465
If mineral .....	.50	.23
If not mineral .....	2.50	1.16
Anacahinta .....	3.00	1.40
Cherry .....	3.00	1.40
Bondault's pepsin .....	1.00	.465
Drops:		
Clertan's chloroform .....	2.50	1.16
Clertan's ether .....	2.50	1.16
Clertan's turpentine .....	2.50	1.16
Pills:		
Ayer's .....	4.00	1.86
Blanchard's .....	.10	.046
Bland's .....	.10	.046
Bolet's .....	4.00	1.86
Brandreth's .....	4.00	1.86
Bristol's .....	4.00	1.86
Cartier's .....	4.00	1.86
Cockle's .....	4.00	1.86
Crocote .....	1.00	.465
Cross's .....	4.00	1.86
Dehant's .....	4.00	1.86
Frank's .....	4.00	1.86
Haydock's .....	4.00	1.86
Holloway's .....	4.00	1.86
Wright and Morse's Indian .....	4.00	1.86
Jayne's .....	4.00	1.86
Marienbad's .....	4.00	1.86
Morison's .....	4.00	1.86
Norton's .....	4.00	1.86
Radway's .....	4.00	1.86
Reuter's .....	4.00	1.86
Richard's .....	4.00	1.86
Ross's .....	4.00	1.86
Krewel sanguinal .....	4.00	1.86
Scott's .....	4.00	1.86
Vallet's .....	.10	.046
Williams's .....	4.00	1.86

Articles.	Pesos.	U. S. cur- rency.
<b>Pills—Continued.</b>		
Not enumerated:		
If of iron.....	0.10	\$0.045
If not of iron.....	4.00	1.86
Radway's ready relief.....	4.00	1.86
Leroy's purgative.....	4.00	1.86
Le Beuf's licorice pectoral.....	4.00	1.86
Simmon's regulator.....	4.00	1.86
<b>Remedies of:</b>		
Ayer.....	4.00	1.86
Jayne.....	4.00	1.86
Kellog.....	4.00	1.86
Sage.....	4.00	1.86
Warne.....	4.00	1.86
Whitcomb.....	4.00	1.86
Sicilian renovator.....	4.00	1.86
Jayne's resolvent.....	4.00	1.86
Radway's resolvent.....	4.00	1.86
Allen's restorer.....	4.00	1.86
<b>Rob:</b>		
Lafecteur.....	4.00	1.86
Lachaux.....	4.00	1.86
Rough on rats.....	.15	.07
<b>Salts:</b>		
Effervescent bromine.....	.15	.07
Eno's fruit and similar.....	.50	.23
Bandow's artificial mineral.....	.15	.07
Sapollis and the like, not perfumed.....	.10	.046
Sinapisms.....	.50	.23
Tamarindico.....	2.50	1.16
<b>Tea:</b>		
Cadet.....	2.50	1.16
Chambard.....	1.00	.465
Swiss.....	1.00	.465
Not enumerated.....	2.50	1.16
Indelible dyes of all kinds.....	.15	.07
Athenstead's tincture of iron.....	.15	.07
Jayne's tonic.....	4.00	1.86
Le Beuf's Tulu.....	2.50	1.16
<b>Ointments:</b>		
Cuticura.....	4.00	1.86
Guardi.....	4.00	1.86
Hamameles.....	4.00	1.86
Holloway's.....	4.00	1.86
Not enumerated.....	4.00	1.86
Abespeyres vegigatorios.....	.50	.23
Vermifuge.....	2.50	1.16
Ayer's vigor.....	4.00	1.86
Sanford's invigorator.....	4.00	1.86
<b>Wines:</b>		
Of Hemoglobin.....	.15	.07
Of Lagrada de Liebe.....	1.00	.465
Medicinal, of all kinds.....	3.50	1.63
Tonic, Wintersmith's.....	3.50	1.63
Leroy's vomit-purgative.....	3.50	1.63
Bendis's Yodo-diastassado.....	3.50	1.63
<b>Sarsaparilla:</b>		
Ayer's.....	4.00	1.86
Briston's.....	4.00	1.86
Allen's Zilo-balsam.....	4.00	1.86
<b>Perfumed toilet oils:</b>		
In flasks or bottles.....	.00	.93
In tins.....	4.50	2.09
<b>Waters for the hair:</b>		
For cleansing.....	.80	.37
Dyeing.....	2.50	1.16
Tooth washes.....	1.00	.465
Toilet waters, Colonia, Kanauga, Divina, Florida, and the like.....	.80	.37
Brilliantina.....	3.00	1.40
Brushes for the beard.....	1.00	.465
Shaving boxes of wood, buffalo, zinc, or rubber.....	2.00	.93
<b>Brushes, with wooden backs:</b>		
Of vegetable fiber or with edge of hair.....	.80	.37
Of hair, mixed or other.....	1.00	.465
Brushes, with backs of Ivory, mother-of-pearl, or tortoise shell.....	3.00	1.40
Brushes, tooth, nail; cleaning powders for combs; bottles or tubes for friction for baths:		
Fine.....	.80	.37
Common.....	.60	.28
Perfumed toilet paints.....	3.00	1.40
<b>Cosmetics:</b>		
Fine.....	2.50	1.16
Ordinary.....	2.00	.93
Creme de perlas.....	2.50	1.16

Articles.	Pesos.	U. S. currency.
Extracts or perfumes, middling fine, in bulk or in packages:		
De luxe .....	3.00	\$1.40
Ordinary .....	2.50	1.16
Extracts, triple fine, loose or in packages:		
De luxe .....	4.00	1.86
Common .....	3.50	1.63
Ordinary, in flasks of less than 50 grams .....	2.00	.98
Cases:		
For lotion, powders, perfumery, soap, etc. ....	2.00	.98
For toilet .....	1.75	.818
Perfumed soaps, fine, in boxes:		
De luxe .....	2.50	1.16
Ordinary .....	2.00	.98
Mediocre or common soaps, in boxes:		
De luxe .....	2.00	.98
Ordinary .....	1.00	.465
Common soap in boxes:		
De luxe .....	1.00	.465
Ordinary, or in bulk .....	.80	.37
Steel nail files .....	.80	.37
Toilet lotions .....	1.00	.465
Barry's marfilina .....	2.50	.116
Powder puffs:		
Wool .....	1.00	.465
Down .....	1.50	.697
Toothpicks:		
Wood .....	.50	.28
Quill .....	.75	.35
Paste:		
For the beard .....	2.00	.98
For the teeth .....	1.00	.465
Combs:		
Celluloid .....	.80	.37
Horn or bone .....	.50	.28
Rubber .....	.75	.35
Ivory or tortoise shell .....	2.00	.98
Metal, ordinary .....	.80	.37
Powder boxes, with or without puffs:		
Crystal or glass .....	1.00	.465
White metal .....	1.25	.58
Porcelain .....	1.50	.697
All other kinds .....	1.50	.697
Soap powder .....	1.00	.465
Tooth powder in boxes:		
Paper or wood .....	1.00	.465
Porcelain or glass .....	1.50	.697
Face powder:		
Small boxes .....	2.00	.98
Packages .....	4.00	1.86
Pomades for face or hair .....	2.00	.98
Sosodont .....	.80	.37
Hair dye .....	2.50	1.16
Oriental tonic .....	1.00	.465
Barry's tricophoros .....	1.00	.465
Aromatic toilet vinegar .....	1.00	.465

ART. 3. Articles not specified in the preceding catalogue, whether they are of new production or have been omitted, will be classed under the headings which they most resemble until the Secretary of the Treasury shall determine the appraisement.

ART. 4. The preceding appraisements are not subject to the 50 per cent increase established by the decree of April 27, 1901, and approved by law No. 7 of June 14, 1901.

ART. 5. This law will go in force August 1, 1902.

Under date of July 30, 1902, Consul Caldwell transmits the following schedule:

[Per kilogram (2.2 pounds).]

Articles.	Pesos.	U. S. currency.
Essential oils or concentrated essences of wormwood, caraway seed, bitter almonds, angelica, anise, mirica (Bay St. Thomas), bergamot, cinnamon or casia, cedar, cloves, juniper, dill, eucalyptus, rose geranium, laurel, cherry laurel, lavender, lime, lemon, melissa, mirbana or nitro-benzol, mustard, orange, nutmeg, pine, rosemary, sandalwood, wormseed, turpentine, wintergreen, and others not specified .....	7.00	\$3.25

Articles.	Pesos.	U. S. currency.
The same essential oils when they are of real rose, orange flour, canaga, and ilang-ilang.....	10.00	\$4.66
Artificial essential oil of bitter almonds.....	.50	.23
Oil of pure anilina.....	1.00	.465
Fat oils:		
Oriental sesamum.....	.25	.116
Camphor.....	.50	.23
Cotton.....	.15	.07
Sweet almonds.....	.30	.14
Fetid animal.....	2.00	.93
Boiled henbane.....	1.00	.465
Belladonna.....	1.00	.465
Cacao (fat of cacao).....	1.00	.465
Juniper.....	.35	.162
Cocoonut.....	.02	.009
Croton.....	1.00	.465
Cod liver.....	.10	.046
Laurel.....	.50	.23
Linseed.....	.15	.07
Machine, fine.....	.20	.093
Machine, ordinary.....	.10	.046
Nutmeg.....	.50	.23
Olive, fine.....	.20	.093
Olive, ordinary.....	.10	.046
Palm.....	.02	.009
Ox-foot.....	.50	.23
Castor.....	.10	.046
Sesamo.....	.25	.116
Turpentine.....	.10	.046
Not enumerated and not toilet.....	.50	.23
Aloes.....	.30	.14
Acids:		
Acetic.....	.15	.07
Camphoric.....	2.00	.93
Arsenic or white arsenic.....	.15	.07
Benzoin.....	1.00	.465
Bromhydric.....	2.00	.93
Carbolic, or crude phenic.....	.15	.07
Carbolic, or pure phenic.....	.50	.23
Carbonic, liquid.....	1.00	.465
Boric.....	.10	.046
Cyanhydric.....	1.00	.465
Citric.....	.15	.07
Chlorhydric or muriatic technical.....	.15	.07
Chlorhydric or pure muriatic.....	.30	.14
Chrysoph.....	2.00	.93
Chromic.....	1.00	.465
Fluorhydric.....	3.00	1.39
Formic.....	1.00	.465
Phosphoric.....	1.00	.465
Gallic.....	1.00	.465
Lactic.....	1.00	.465
Nitric, crude.....	.15	.07
Nitric, pure.....	.30	.14
Oleic.....	.15	.07
Oxalic.....	.20	.093
Pyrogallie.....	2.00	.93
Picric.....	1.00	.465
Salicylic.....	.50	.23
Sulphuric, crude.....	.10	.046
Sulphuric, pure.....	.20	.093
Sulphurous.....	.20	.093
Tannic or tannin.....	.50	.23
Balsam:		
Canada.....	.05	.023
Comendador or catholic.....	4.00	1.86
Copaiba.....	.50	.23
Floraventi.....	.50	.23
Gurjun.....	.50	.23
Opeldidoc.....	1.00	.465
Peru.....	1.00	.465
Tolu.....	1.00	.465
Tranquilans.....	2.50	1.16
Not enumerated.....	2.50	1.16
Berries or fruits of juniper, myrtle, laurel, and others.....	.20	.093
Benzine.....	.10	.046
Benzole.....	.10	.046
Benzonastol.....	1.00	.465
Benzosol.....	10.00	4.65
Betol.....	5.00	2.33
Bitumen or asphalt.....	.10	.046
Bismuth:		
Benzoate.....	2.00	.93
Carbonate.....	1.00	.465
Citrate.....	2.00	.93
Chlorurate.....	2.00	.93

Articles.	Pesos.	U. S. currency.
<b>Bismuth—Continued.</b>		
Gallate-basicate .....	1.00	\$0.465
Lactate .....	2.00	.93
Metallic .....	5.00	2.33
Oxalate .....	2.00	.93
Oxide .....	2.00	.93
Salicylate .....	1.00	.465
Subnitrate .....	1.00	.465
Tanate .....	1.00	.465
Tartrate .....	2.00	.93
Valerianate .....	2.00	.93
Yoduro .....	5.00	2.33
Not enumerated .....	2.00	.93
White of zinc or oxide of zinc .....	.15	.07
Bole white, red, and Armenian .....	.80	.37
Bronze in powder or liquid .....	.50	.23
Poppy heads .....	.20	.098
<b>Caffeine:</b>		
Benzoate .....	3.00	1.40
Citrate .....	3.00	1.40
Hydrobromate .....	5.00	2.33
Hydrochlorate .....	5.00	2.33
Pure .....	3.00	1.40
Salicylate .....	5.00	2.30
<b>Sodium:</b>		
Benzoate, bromurate, salicylate, sulphate, valerianate, and others not expressed.	5.00	2.30
<b>Calcium:</b>		
Acetate, benzoate, and bromurate .....	1.00	.465
Carbonate or chalk, or Spanish white or marble .....	.08	.027
Carburate .....	.25	.116
Chlorurate .....	1.00	.465
Of Vienna .....	.10	.046
Glycero-phosphate .....	1.00	.465
Hypochlorate .....	.03	.014
Hypophosphate .....	1.00	.465
Hyposulphate .....	.15	.07
Lactate .....	1.00	.465
Lacto-phosphate .....	1.00	.465
Nitrate .....	2.00	.93
Permanganate .....	5.00	2.30
Salicylate .....	2.00	.93
Gypsum or alabaster .....	.03	.014
Sulphite .....	1.00	.465
Sulphuro .....	1.00	.465
Yoduro .....	5.00	2.33
Not enumerated .....	2.00	.93
Cantharis .....	1.00	.465
Cassive flos .....	.02	.009
Carbonate, bisulphurous or hormigulcida .....	.01	.004
Carraghen lichen .....	.50	.23
Casein .....	1.00	.465
Castoreum .....	5.00	2.33
Catechu .....	.50	.23
Pearl barley .....	.10	.046
Barley, roasted, or malta .....	.08	.013
Celoidina .....	1.00	.465
<b>Wax:</b>		
Yellow .....	.35	.162
White .....	.35	.162
Of Japan or vegetable .....	.35	.162
Mineral .....	.35	.162
Black .....	.35	.162
Cinabar or vermillion, or red sulphur of mercury .....	.35	.162
Cloves .....	.30	.014
Chloral amido .....	2.00	.93
Chloral hidrato .....	2.00	.93
Chloretile, or chlorides de etlio .....	5.00	2.33
Chlorodine .....	1.00	.465
Chlorophyll:		
Soluble in fat .....	2.00	.93
Soluble in alcohol .....	1.00	.465
<b>Chloroform:</b>		
Commercial .....	1.00	.465
Chemically pure .....	3.00	1.40
<b>Copper:</b>		
Acetate or verdigris .....	.50	.23
Aluminate .....	1.00	.465
Bichlorate .....	1.00	.465
Carbonate .....	1.00	.465
Chlorurate .....	1.00	.465
Metal .....	1.00	.465
Nitrate .....	1.00	.465
Oxide .....	1.00	.465
Sulphate .....	.25	.116
Sulphuric .....	1.00	.465
Not enumerated .....	1.00	.465



Articles.	Pesos.	U.S. currency.
Cocaine, pure, chlorhydrate, nitrate, salicylate, sulphate, and others not enumerated.	10.00	\$4.65
Cochineal or grain.	.80	.130
Codein, pure, chlorhydrate, phosphate, and sulphate.	10.00	4.65
Glue, white, common of Colonia, fish, or ictioreola.	.15	.07
Collodion.	1.00	.465
Colophony or goma-pliz.	.01	.004
Colors:		
For sirups and wines.	.35	.102
Vegetable.	.35	.102
Cornezuelo of rye.	1.00	.465
Cornutina, or ergot.	3.00	1.40
Barks:		
Cinnamon, or cassia.	.80	.130
Cundurango.	.50	.23
Cusasia.	.50	.23
Quillai or Panama or tarzana.	.06	.023
Quina.	.50	.23
Simaeruba.	.50	.23
Dye.	.06	.023
Not enumerated.	.50	.23
Croolina.	.15	.07
Creosote:		
Benzoato.	5.00	2.33
White.	1.00	.465
Carbonate.	2.00	.93
Phosphate.	2.00	.93
Buch.	1.00	.465
Mineral.	1.00	.465
Cresol.	.15	.07
Rennet, in powder or tablets.	.10	.046
Cubebs.	1.00	.465
Dextrine.	.15	.07
Diastasa, or maltina.	.20	.09
Digitalis.	5.00	2.33
Diuretica.	2.00	.93
Dormiol.	2.00	.93
Duotal.	2.00	.93

ART. 20. The preceding appraisements are not subject to the 50 per cent increase established by the decree of April 27, 1901, approved by law No. 7, June 14, 1901.

Under date of September 22, 1902, Mr. Caldwell sends the following:

[Per kilogram (2.2 pounds).]

Articles.	Pesos.	U.S. currency.
Elixir of paregoric.	0.50	\$0.23
Plasters not patented:		
Adhesive medicinal sticking plaster, oil skin or pharmaceutical tafetas and in bulk.	.80	.37
Esparadrappo or English taffety and porous.	.40	.186
Vegetable of all kinds and all others not enumerated.	.50	.23
Spirits of sweet niter or nitrous ether.	.50	.23
Medicinal spirits in general.	1.00	.465
Sponges:		
Fine.	3.00	1.40
Medium.	2.50	1.16
Ordinary.	2.00	.93
Tin, closure in leaves (tinfoil and oxidate).	1.00	.465
Stearin or stearic acid.	.02	.009
Liquid amber.	.20	.093
Strychnine:		
Arseniate, nitrate, chlorhydrate, and hypophosphate.	3.00	1.40
Pure or sulphate.	1.00	.465
Ether:		
Acetic, butiric, valerianic.	1.00	.465
Enantic, formic.	2.00	.93
Sulphuric.	.80	.37
Etileno bromuret, cloruro.	1.00	.465
Etilo bromuret.	1.00	.465
Eucaliptol.	1.00	.465
Equinina.	1.00	.465
Extractos, soft or dry:		
Alcanna or alkanet, Indian hemp, coca, coloquintida, coussa, cubebs, guarana, bean of calabar hamamelis, male fern, hidrastes of Canada, ipecac, jaborandi, kola, opium, calisaya, rhubarb, simarruba, etherous valerian, sarsaparilla, alcoholic, and those not enumerated.	1.00	.465
Logwood and other dyewoods.	.25	.116

Articles.	Pesos.	U. S. currency.
<b>Fluid:</b>		
Cactus grandiflorus, ipecac, quina, calisaya, and any others not enumerated...	1.00	\$0.465
Of hemlock and quibricho, for tanning leather and skins .....	.06	.023
Penacetina .....	1.00	.465
Penasona .....	1.00	.465
Penocol .....	2.00	.93
Ferratine .....	1.00	.465
Ferropirina .....	1.00	.465
Vegetable fibre or gluten .....	.15	.07
Flowers: Poppy, orange flower, borage rose, santónico, great mullin, pansy, violet, and those not enumerated .....	.50	.23
Hops .....	.06	.023
Senna pods .....	.50	.23
Formaldehyde or formaline or formol .....	.06	.023
Phosphorus, yellow and red .....	.90	.37
<b>Fruits and seeds:</b>		
Poppy, ferrugreek, anise estrella, cranberry or mirtillo, cardamom, capsicum, colchicum, colocintida, estrofantó, nutmeg, sisiglo jambolano, vanilla, and others not enumerated .....	.50	.23
Canary .....	.10	.046
Flax or linseed .....	.62	.009
Fluocina .....	1.00	.465
Furfural .....	2.00	.98
Galipodio .....	1.00	.465
Galofromal .....	2.00	.98
<b>Gases:</b>		
Medicinal, without preparation .....	.50	.23
Antiseptic .....	1.00	.465
Impregnated .....	1.50	.666
<b>Gelatin:</b>		
White, first quality .....	.30	.14
White and colored, second quality .....	.20	.093
Ordinary .....	.15	.07
<b>Glycerine:</b>		
For technical purposes .....	.50	.23
Pure .....	.80	.37
Glutol .....	2.00	.98
<b>Gums and rosins:</b>		
Arabic, in grain or in powder, very white .....	.40	.185
Natural .....	.30	.14
Ordinary .....	.20	.093
Asafetida, benzoine, scammony, galvanum, guaiacum, gamboge, jalapa, quino, tragacanth, and others not specified .....	.50	.23
Copal, damar, elemi, lac, mastic, turpentine or pine, myrrh, frankincense, sandaric .....	.30	.14
Graphite or plumbago .....	.80	.37
Fat of wool or lanolina .....	.05	.023
Guarana (paste) .....	1.00	.465
Guayacatina, in powder or tablets .....	1.00	.465
<b>Guaiacum:</b>		
Absolute .....	1.00	.465
Carbonate .....	2.00	.98
Valerianate or geosote .....	3.00	.14
Guayaquilma .....	3.00	.14
Gutta-percha, white, in bulk or sheets .....	2.00	.98
Beans, Calabar, San Ignacio, tonka, and not enumerated .....	.50	.23
Flours, alimentary, fecula, and powders, not patented and not designated in other parts of the tariff, as follows, with wheat, maize, oats, rice, or starch in general .....	.10	.046
Helénina .....	1.00	.465
Heliotrope .....	2.00	.98
Hedonal, in powder or tablets .....	2.00	.98
Hemalbumina .....	.15	.07
Hematoxilina .....	2.00	.98
Hematogena .....	.15	.07
Hemoformo .....	1.00	.465
Hemogalol .....	1.00	.465
Hemo .....	.10	.046
<b>Hetol:</b>		
Injectons .....	1.00	.465
Pure .....	2.00	.98
Hydroquinona or antroquinona .....	.80	.37
Peroxide hydrogen .....	.50	.23
<b>Iron:</b>		
Cacodillato .....	.50	.23
Cyanuret or Prussian blue .....	.15	.07
Sulphate, impure or green coperas .....	.01	.004
Any others not specified .....	.10	.046
Hipnol .....	2.00	.98
Hipnosa .....	1.00	.465
Hipol .....	2.00	.98
Leaves and herbs: Aconite, wormwood, common mallow, arnica, henbane, bella- dona, borage, buchu, Indian hemp, hemlock, coca, damiano, senna, digitalis, stramonium, eucalyptus, hamamelis, jaborandi, laurel lobelia, plantain, mal- lows, melissa, mint, patchouly, rosemary, safin, sage, bearberry, and any others not enumerated .....	.50	.23

Articles.	Pesos.	U. S. cur- rency.
<b>Wafers:</b>		
Large square or plain round .....	.50	\$0.23
Patent seals .....	1.00	.465
<b>Bones:</b>		
Calcined .....	.20	.098
Of cuttle fish .....	1.00	.465
<b>Laudanum:</b>		
Tincture of opium .....	.50	.37
Of sydenham .....	1.00	.465
<b>Spirits:</b>		
Of caustic ammonia .....	.15	.07
Antimony chloruret .....	1.00	.465
Fowlers' arsenic .....	1.00	.465
Of iron, albuminate, mangan peptonate, potassium or sodium silicate .....	.10	.046
Oxichloruret and perchloruret .....	1.00	.465
<b>Lisol .....</b>	.10	.046
<b>Listerine .....</b>	.10	.046
Litargiro, or yellow oxide of lead .....	.25	.115
Litio, or litina and its compounds .....	1.00	.465
<b>Manna .....</b>	.30	.14
<b>Manita .....</b>	.15	.07
Mustard, in powder and in seed .....	.15	.07
<b>Naphthalin .....</b>	.10	.046
<b>Naphthalina, in balls and in powder .....</b>	.10	.046
<b>Lampblack .....</b>	.10	.046
Opium, in paste or powder .....	2.00	.98
Oxygen, gas or liquid .....	.10	.046
Paraffin .....	.02	.009
<b>Pepsin:</b>		
Sweetened, lactate or lacto-pepsin, liquid, pure and in powder .....	.50	.23
Chlorhydrate .....	.80	.37
In flakes .....	1.00	.465
<b>Peptona .....</b>	.10	.046
<b>Quinoidina .....</b>	1.00	.465
<b>Quinolina .....</b>	1.00	.465
Quinine: acetate, arseniate, bisulphate, bromohydrate, pure citrate phosphate, lactate, salicilate, tannate, valerianate, and others not expressed .....	1.00	.465
<b>Citrate:</b>		
Iron .....	.10	.046
Chlorhydrate, chlorhydrosulphate, and sulphate .....	.50	.23
<b>Quinosol .....</b>	2.00	.98
<b>Medicinal roots, whole or in powder:</b>		
Ipecacuanha, rhubarb .....	.25	.115
Sarsaparilla .....	1.00	.465
Not enumerated .....	.50	.23
<b>Salts: Carlsbad, Epsom, Glauber, Rochelle .....</b>	.10	.046
<b>Serums, therapeutic .....</b>	.50	.23
<b>Vaseline, white and yellow .....</b>	.10	.046

## HONDURAS.

### PUERTO CORTES.

Honduras is one of the richest countries on the face of the globe in undeveloped natural resources and one of the poorest in monetary wealth.

When steamboats, roads, and railways once connect the interior with the sea, and the natural resources of the country (all of which may be easily acquired by concession, denouncement, or purchase) are developed, the future of Honduras is assured. Roads of 100 to 125 miles in length would reach the mineral and agricultural districts and create a market for American manufactures.

Honduras is said to be the richest country in minerals of Central America. Its gold fields are extensive, and there are large areas of placer deposits, as well as of silver, copper, lead, iron, etc. Foreigners enjoy equal rights in respect to life, liberty, and acquirement of property as do citizens of the country, and are exempt from military service and forced loans.

## CLIMATE AND SANITARY CONDITIONS.

The climate, though tropical and warm, is tempered by the trade winds and is generally healthful.

The sanitary conditions throughout this district are excellent, no epidemic having occurred since 1892.

The quarantine laws are strict and are enforced against all alike. Any vessel having a foul bill of health is sent into quarantine for a period of fifteen days, or longer if deemed necessary.

## EXPORTS.

The exports from this consular district to the United States for the six months ended June 30, 1902, were:

Bananas .....	bunches..	765,000
Coffee .....	pounds..	116,000
Cocanuts .....	number..	158,000
Deerskins .....	pounds..	11,700
Hides (dry) .....	do.....	82,000
Hats (Panama) .....	number..	2,140
Mahogany, cedar .....	feet.....	311,000
Rubber .....	pounds..	19,500
Sarsaparilla .....	do.....	62,000
Silver, crude .....	value (United States currency) ..	\$3,400

The exports for the same period of 1901 were:

Bananas .....	bunches..	819,000
Coffee .....	pounds..	54,000
Cocanuts .....	number..	74,000
Deerskins .....	pounds..	14,000
Hides .....	do.....	78,000
Hats (Panama) .....	number..	276
Rubber .....	pounds..	31,700
Sarsaparilla .....	do.....	58,000

If a market could be found for the cattle of Honduras, her exports would increase 50 per cent. This was proved in 1899, when she sent 24,000 head to Cuba from this port alone. She can now supply 10,000 head of male cattle from 4 years up, but she has no market.

## IMPORTS.

No information as to imports for the first six months of 1902 is available. I therefore give the figures for 1901 and also for 1900. These values are only for importations through the Puerto Cortes custom-house.

Custom-house.	Value in United States currency.	
	1900.	1901.
United States .....	\$387,627.10	\$334,104.99
Great Britain .....	90,457.26	35,691.03
Germany .....	56,411.95	27,711.15
France .....	12,754.67	6,256.14
Spain .....	8,583.00	2,124.75
Total .....	554,783.98	405,888.06

The falling off in importations is explained by the fact that in the latter part of 1900 there was a change in the tariff, increasing the duty on many articles, and sufficient quantities were imported to supply the demand for several years.

It is gratifying to note that, while in 1900, some 70 per cent of all the goods imported came from the United States, the percentage in 1901 was 83.

As bearing on importation, I give the value of the duties collected at this custom-house for the first six months of 1902, and also for the same period of 1901:

Month.	1901.		1902.	
	Silver.	Gold.	Silver.	Gold.
January.....	\$34,717.57	\$13,887	\$31,393.31	\$12,557
February.....	46,053.08	18,421	26,299.47	10,519
March.....	50,813.75	20,325	42,023.58	16,809
April.....	47,367.29	18,948	33,797.81	19,519
May.....	52,165.55	20,886	47,616.61	19,046
June.....	44,583.27	17,813	36,062.01	14,021
Total.....	275,640.46	110,255	216,182.54	86,471

#### CURRENCY, EXCHANGE, AND INTEREST.

The currency in use is the silver peso or sol, which is valued at present at 40 cents United States currency. During the last six months, it has not changed in value.

Fruit companies sell exchange on New Orleans and Mobile for what silver they need for the purchase of fruit, and this has ranged in value during the last six months at from 140 to 150 per cent premium.

Money can not be obtained at less than 2 per cent per month interest, and often 3 per cent is paid, and two indorsements are required.

There is an excellent opening for a bank, and a liberal concession for the same could be obtained from the Government.

The long credit system continues to be demanded, as it must in all countries dependent on agriculture for their exchange of products. At present, some 80 per cent of the imports into this country come from the United States. With the establishment of sample warehouses, the employment of commercial travelers conversant with the language and customs, and the investment of capital in the development of roads and banking facilities, we would secure 90 per cent of the imports and be able to hold the trade against all competitors.

#### TARIFF.

No change has been made recently. All duties are levied on gross weight, and owing to the methods of packing employed by American exporters, the duty on the package is often more than that on the contents.

#### COMMERCIAL TRAVELERS.

Commercial travelers can come and go without restriction, no license being necessary and their samples being passed through the customs free of duty.

## COMMUNICATION WITH UNITED STATES PORTS.

A mail steamer from New Orleans arrives every Tuesday at 2 p. m., via Belize and Puerto Barrios (Guatemala), and leaves for New Orleans, via Belize, on Thursday at 4 p. m., arriving on Monday evening at New Orleans.

There are direct steamers to New Orleans four times a month and to Mobile some six times a month; also occasional schooners with lumber from Tampa, and four trips yearly (by schooner) from New York.

The time occupied from Puerto Cortes to Mobile is eighty hours, and to New Orleans ninety hours, with 10-knot steamers. The steamship *Clearwater* used to make the run to Mobile in sixty hours.

## MERCHANT MARINE.

Honduras has no vessels, with the exception of two 100-ton iron steamers, built in Germany, which are used for police duty, one here and one in Amapala, and also for communication between coast ports.

All other traffic by water is carried on by small sloops of some 20 tons burden, with the exception of a few schooners of from 30 to 75 tons.

## PORT REGULATIONS.

In port charges there is no discrimination, vessels of all nationalities being subject to same costs, viz:

Description.	Silver.	Gold.
Manifest .....	\$2. 25	\$0. 90
Permit to load .....	3. 00	1. 20
Permit to unload .....	3. 00	1. 20
B. H. ....	3. 00	1. 20
Clearance .....	3. 00	1. 20
Light-house .....	a. 06½	. 025

a Per ton.

## LAND CONCESSIONS.

Land can now be obtained from the Government on rental, according to the decree, a translation of which appears in Advance Sheets of Consular Reports No. 1398, July 22, 1902. (Consular Reports No. 264, September, 1902.)

## TRADE-MARKS.

American manufacturers can now obtain trade-mark protection for their goods, as per a recent decree, translation of which appears in Advance Sheets No. 1411, August 6, 1902. (Consular Reports No. 265, October, 1902.)

## INDUSTRIES.

This is essentially an agricultural district, but cultivation is carried on in a very primitive manner, no agricultural implements being used, except the ax, machete, hoe, and shovel. Bananas, grass, sugar cane, coffee, and tobacco are chiefly cultivated.

*Tobacco.*—Tobacco is grown extensively in the department of Copan, and is of a fine quality. The crop is entirely consumed in Central America. The grade of cigars and cigarettes manufactured is advancing year by year, but much room for improvement still remains, the principal fault being in the curing of the leaf.

*Bananas.*—There are probably 25,000 acres under cultivation in this consular district. Exportations to United States have been:

	Bunches.
1899 .....	1,070,000
1900 .....	1,490,000
1901 .....	1,541,000
1902 (estimated) .....	1,700,000

If purchasers can be had for the entire crop of 1903, the exportation should amount to 2,500,000 bunches.

#### AMERICAN ENTERPRISES.

Among the different enterprises in which American capital is invested or which are managed by Americans, are the purchase and exportation of bananas; the manufacture of ice at San Pedro Sulu, capital of this department (Cortes); some three or four sawmills; wood cutting and the export of mahogany and cedar; the management and exploitation of the Honduras Railroad; the canalization of the Chamelicon and Ulua rivers; the working of mines in Olancho (by the Olancho Mineral Company, of Philadelphia); the building of a road to reach the mines of Olancho. Some half dozen American companies are also engaged in the production of bananas, and many United States citizens are interested in various agricultural pursuits.

#### WAGES.

Laborers loading and unloading steamers receive 37½ cents (15 cents gold) per hour; laborers on plantations, \$1 to \$1.50 (40 to 60 cents) per day; clerks in stores, \$30 to \$90 (\$12 to \$36) per month; bookkeepers, \$100 to \$200 (\$40 to \$80); engineers on railroads, \$8 (\$3.20) per day; firemen on railroads, \$3 (\$1.20); conductors on railroads, \$6 (\$2.40); brakemen on railroads, \$2.25 (90 cents); section hands, \$2 to \$2.50 (\$0.80 to \$1) per day; section foremen, \$130 (\$52) per month. Laborers on plantations away from the coast and railroad can be had at 75 cents (36 cents) per day.

WILLIAM F. ALGER, *Consul*.

PUERTO CORTES, *September 3, 1902.*

#### UNITED STATES ENTERPRISES IN HONDURAS.

The following is an incomplete list of American enterprises in my consular district: The United Fruit Company, the Central American Steamship Company, the Ulua Commercial Company, the Honduras Ice Company, the Pittsburg and Honduras Company, the Buffalo and Honduras Company, the Honduras Railroad Syndicate, the George Emery Mahogany and Cedar Works.

There are five sawmills owned and managed by Americans; some twenty or more are engaged in cultivation of bananas, and about ten in mercantile pursuits.

The Pittsburg and Honduras Company was organized in 1898, by Pittsburg capitalists, with a capital of \$600,000. They have invested here over \$200,000 United States currency, own 35,000 acres of land, with 5 miles of railroad, and two sawmills, and cut yearly some 1,500,000 feet of cedar and mahogany.

The Buffalo and Honduras Company (incorporated under the laws of the State of New York, capital \$300,000) was organized for the purpose of cultivating bananas, rubber, and other tropical products. At the present time, the managers have 450 acres in bananas and 40,000 rubber trees. The company owns 1,200 acres on the railroad and the Chamelecon River, and it is the intention to put it all under cultivation as soon as possible.

The Honduras Railroad Company is composed of New York capitalists and was formed for the purpose of managing and exploiting the railroad between Puerto Cortes and Pimienta, a distance of 54 miles; the syndicate has invested at least \$300,000.

The United Fruit Company, organized in 1899, makes some six trips monthly by steamer to this port, and, taking into consideration the value of vessels used exclusively for this trade, the buildings owned, etc., it would be safe to estimate its investment here at \$300,000.

The Central American Steamship Company does not own steamers, but charters them; it purchases here yearly \$400,000 worth of fruit.

The Honduras Ice Company, engaged in the manufacture of ice and soda water, has a plant which cost about \$30,000.

The Ulua Commercial Company is formed of New York and Philadelphia capitalists, and is under contract with the Government of Honduras to connect the Ulua and Chamelecon rivers and to unite the latter with the lagoon and thence with the sea. The canal connecting the Ulua River with the Chamelecon River is completed. From the head of navigation on the Ulua River, the company is engaged in building a road to the department of Olancho. It is safe to say that this company has so far expended \$200,000, and before it completes its contracts it will have invested here about \$1,000,000.

George Emery, of Boston, one of the largest importers of hard woods in the United States, is engaged in cutting and exporting mahogany and cedar on a large scale, and will ship from this port during the coming year at least 6,000,000 feet, valued at half a million dollars. He has a large amount of money invested in his various works.

I would consider that the sawmill industry represents an investment of \$50,000; that individual American planters have invested some \$200,000, and that about the same sum is employed in mercantile pursuits.

WILLIAM E. ALGER, *Consul*.

PUERTO CORTES, *September 9, 1902.*



## FINANCIAL CONDITIONS IN HONDURAS.

I give below a résumé of the external debt of the country:

Five per cent loan of 1867 <sup>a</sup> .....	£78, 800=	\$383, 480
Interest (April, 1873, to April, 1902): .....	116, 230	565, 633
Total .....	195, 030	949, 113
Ten per cent loan of 1867 .....	900, 700	4, 383, 257
Interest (January, 1873, to July, 1902) .....	2, 702, 100	13, 149, 770
Total .....	3, 602, 800	17, 533, 027
Six and two-thirds per cent loan of 1869 .....	2, 176, 570	1, 059, 278
Interest (March, 1873, to March, 1902) .....	4, 280, 588	20, 831, 482
Total .....	6, 457, 158	21, 890, 760
Ten per cent loan of 1870 .....	2, 242, 500	10, 883, 126
Interest (January, 1873, to July, 1902) .....	6, 727, 500	32, 739, 379
Total .....	8, 970, 000	43, 622, 505
Total debt .....	19, 224, 988	93, 558, 404

The area of Honduras (estimated) is 46,000 square miles; population (estimated), 1901, 587,500; of the capital, Tegucigalpa, 14,000; the external debt per head, including arrears of interest, is £32 14s. 6d. (\$159.25).

## HISTORY OF THE DEBT.

The following details are taken from a report of the council of the corporation of foreign bondholders:

1827.—Upon the breaking up of the Central American federation, the proportion of the Federal debt (£163,000, \$793,240) allotted to Honduras was two-twelfths, or £27,200 (\$132,369), with interest at 6 per cent. No interest was paid on this by Honduras.

1867.—Five per cent conversion loan: Amount, £90,000 (\$437,985). Sinking fund, 1 per cent. Specially secured on the customs dues of the port of Amapala. This loan was issued for the conversion of the above with arrears of interest (total, £90,075, \$438,350) and for the liquidation of other liabilities in London amounting to £30,375 (\$147,820.)

The holders of the old bonds received £55,000 (\$267,658) new bonds in satisfaction of their claims. The settlement was effected as a preparation on the part of the Government for floating a loan for the construction of an interoceanic railway.

1867.—Ten per cent railway loan: Amount, £1,000,000 (\$4,866,500). Issued at 80 per cent by Messrs. Bischoffsheim & Goldschmidt, for the construction of an interoceanic railway. The interest was secured upon the railway and its revenues and the products of the mahogany forests. The Government undertook to provide an annuity of £140,000 (\$681,310) for fifteen years from December 31, 1869, for the service of the loan, and promised the subscribers half the profits of the proposed railway for fifteen years after its redemption.

1869.—Six and two-thirds per cent Government railway loan: Amount, £2,490,108 (\$12,117,091). Issued in Paris by Messrs. Dreyfus & Co., at 75 per cent. Redeemable at par in seventeen years by half-yearly drawings. Security, first mortgage on State railways and forests.

1870.—Ten per cent Government railway loan: Amount, £2,500,000 (\$12,166,250). Sinking fund, 3 per cent. Issued at 80 per cent by Messrs. Bischoffsheim & Goldschmidt on account of Mr. C. J. Lefevre for the completion of the interoceanic railway. Security, the railway and its revenues and the produce of State domains.

1873.—All four loans went into default, the interest having been paid out of the proceeds of the money borrowed.

1875.—The loans were the subject of investigation by a Parliamentary committee.

1887-1893.—A concession was granted to Mr. Binney for the completion of the

<sup>a</sup>The amount of bonds in circulation is understood to be £60,900 (\$296,370), the balance of £17,900 (\$87,110) being in the hands of the Honduras Government.

interoceanic railway, which included a settlement of the external debt. The existing bonds of the foreign loans, with arrears of interest, were to be exchanged for £100 shares in a new railway company, to be formed in London. The old bonds were to be lodged in the Bank of England, pending the completion of the railway, when the Government was empowered to cancel them. The company was formed in 1888, but the Government declined to renew the concession when it expired in 1892. Another similar concession was granted to an American company, which, however, contained no provision for the settlement of the debt, and which was canceled in 1893.

1896.—An American syndicate concluded a contract with the Government for the building of the railway, the settlement of the foreign debt, and the establishment of a bank charged with the collection of the customs. Each £100 (\$486) external-debt bond, with arrears of interest, were to be exchanged for £25 (\$121.6) of 1½ per cent, new bonds redeemable within twenty-five years, and secured by a guaranty from the bank and a first charge upon the railway. The contract did not specify the date at which interest on the new bonds would begin, or the length of time allowed for the conversion. All new bonds not claimed within the period allowed by the syndicate were to be divided between the latter and the Government. The committee consented to negotiate on the basis proposed, provided it was satisfied with the security offered. Disputes, however, arose between the Government and the syndicate, leading to the suspension of work upon the railway, and to the revocation of the concession in 1900.

1900.—A second contract with the same syndicate was approved by Congress on the 26th of May, 1900. This new arrangement provided for a lease of the already constructed portion of the railway to the syndicate for twenty-five years, at an annual rental of \$15,000 gold. Under pain of forfeiting the lease, the syndicate bound itself: (a) to erect a bridge over the Ulua and to reconstruct that over the Chamelecon within two years from the approval of the contract; (b) to reconstruct the existing line within four years, and (c) to build and open to traffic the line from Ulua to Comayagua within five years. It also undertook to construct 25 kilometers of railway (15½ miles) within two years, and to complete the line to the Gulf of Fonseca within seven years from the same date. The syndicate also obtained a preferential right to construct branch lines, and for fifteen years from the fulfillment of stipulations (a), (b), and (c), the right to construct a line from the northern coast parallel to the existing section. This contract contained no reference to the external debt.

1902.—The syndicate, notwithstanding its failure to carry out the conditions of the above contract, obtained an extension of time of one year from the Government.

WILLIAM E. ALGER, *Consul*.

PUERTO CORTÉS, *October 8, 1902.*

#### TEGUCIGALPA.

The Government of the Republic of Honduras had good reason to feel gratified over its successful exhibit at the Pan-American Exposition. It received a greater number of gold medals than any of the other Central American States and some of the South American Republics.

Unofficial reports show that during the fiscal year ended July 31, 1902, the increase in trade has been as flattering as that of the preceding twelve months. No business failures are recorded during the years 1900 and 1901.

Exchange averaged about 120 per cent on American gold.

#### IMPORTS.

Importations increased during the year to the sum of 4,168,599.51 pesos (\$1,692,452), divided as follows:

	Pesos.	
Subject to customs duties .....	3,344,574.90=	\$1,357,997
Admitted free under concessions .....	632,920.76=	256,956
Admitted free for use of Government .....	88,195.35=	35,847
Admitted free under reciprocity conventions .....	102,908.50=	41,751

Total ..... 4,168,599.51= 1,692,551

The value of importations at the various ports of entry were:

Port.	Pack-ages.	Weight.	Value.	U. S. equivalent.
		<i>Metric tons.</i>	<i>Pesos.</i>	
Amapala.....	68,516	4,397.6	1,857,002.05	\$753,943
Puerto Cortes.....	85,581	4,716.2	1,521,168.81	617,585
Trujillo.....	20,868	756.9	264,145.47	107,242
La Ceiba.....	42,455	1,843.6	454,563.69	184,553
Roatan.....	8,223	252.5	71,721.49	29,114
Total.....	225,628	11,466.8	4,168,599.51	1,692,452

The importations, according to countries, during the fiscal year ended July 31, 1902, were:

Port.	Pack-ages.	Weight.	Value.	U. S. equivalent.
		<i>Metric tons.</i>	<i>Pesos.</i>	
United States.....	174,682	8,571	2,792,822.40	\$1,133,885
Germany.....	11,399	594	486,273.68	197,427
England.....	9,391	457	471,690.83	191,507
France.....	1,632	99.6	101,855.94	41,354
Spain.....	6,014	190	33,513.17	13,606
Other European countries.....	611	34	18,301.26	7,420
Belize.....	11,271	285.8	152,800.02	68,037
Central America.....	10,383	517	107,412.15	43,609
Other Spanish-American nations.....	231	713	1,673.12	679
Africa and Asia.....	14	1.6	2,256.94	918
Total.....	225,628	11,466	4,168,599.51	1,692,452

From the above it will be seen that the balance of trade is largely in favor of the United States.

#### EXPORTS.

The United States also takes the bulk of the exports from Honduras; its purchase during the year 1900-1901 amounted to about 70 per cent of the whole, the other 30 per cent going, for the most part, to Germany and to the other Central American Republics. The exports amounted in value to 6,183,023.37 pesos (\$2,510,307), and were made up of the following commodities:

	<i>Pesos.</i>	
Ores.....	2,279,115.50=	\$925,321
Fruits.....	1,945,388.43=	789,828
Cattle.....	557,316.00=	226,270
Coffee.....	275,193.95=	111,729
Woods.....	274,255.00=	111,348
Tobacco.....	213,423.75=	86,650
Hides and skins.....	182,349.70=	74,034
Indigo.....	107,365.20=	43,589
Rubber.....	82,958.40=	33,680
Sarsaparilla.....	88,503.54=	35,933
Sundries, such as hats, wheat, manufactured goods, salt, etc.....	177,153.90=	71,925
Total.....	6,183,023.37=	2,510,307

Exports might be increased measurably with proper diligence. It is suggested that the following articles could profitably be produced for export, viz: Fibers, horsehair, hides, horses, wool, skins of wild animals, dividivi, resin, balsam, vanilla, pepper and spices of many

kinds, palm oil and castor oil, none of which is now produced on a scale sufficiently large to warrant shipments abroad.

#### MINING.

The largest mining enterprise is that of the New York and Honduras Rosario Mining Company, at San Juancito, about 20 miles from Tegucigalpa. This company employs about 800 men, and ships every month ore or concentrates to the value of about \$75,000 to the United States. It is under American management.

Other profitable mining enterprises are those of the Aramecina Gold and Silver Mining Company, Limited, and Los Diamantes y Santa Lucia. The Honduras Aurora Mining Company has also begun operations with every sign of success.

Copper, magnetic iron, and coal exist in many of the mountains, and only await favorable opportunities for their development. Better transportation facilities will bring about increased exploitation of these minerals.

#### AGRICULTURE.

Agriculture is carried on in a most primitive way, yielding but scant return to the farmer. In most instances, only sufficient farm produce is grown to provide for family necessities. On the north coast, a more modern system is being introduced by the American fruit planters. The natives have very slight knowledge of farming; whatever is planted grows solely because of the high fertility of the soil. The land laws, while liberal in spirit, are so hedged about with legal difficulties that land concessions are of far less value than they would otherwise be.

#### INDUSTRIES.

The chief industries are the manufacture of cigars and what are known in the United States as "Panama" hats. There are also soap and candle manufactories in Tegucigalpa. Ice plants, producing a small amount of ice daily, have been installed at San Juancito and San Pedro Sula.

#### IMMIGRATION.

Immigration amounts to but little. The laws covering this subject are general in nature, and do not provide in detail for the settlement of strangers landing here for the purpose of establishing farms. The question of making adequate provisions for immigrants is now being considered, and more favorable and complete legislation on the subject may be enacted shortly.

#### POSTAL SERVICE.

The postal service is conducted with judgment and dispatch and, together with the Government telegraph service, constitutes one of the most advanced branches of the national administration. The difficulties encountered in carrying the mail over dangerous trails and, in some seasons of the year, almost impassable streams, frequently result in damage or total loss.

Postage to the exterior is at the rate of 15 centavos (6 cents) for 15 grams (one-half ounce) or fraction thereof.

## ROADS AND RAILROADS.

The only railroad in Honduras is that conducted by the Honduras Syndicate, of New York, N. Y. This road runs from Puerto Cortez to Pimienta, a distance of 60 miles. It has been in operation a number of years. The syndicate is contemplating extending the line through to the Pacific coast near Amapala.

An excellent wagon road has been built from Tegucigalpa to Sabana Grande, a distance of 55 kilometers (34 miles), at about a 6 per cent grade. Within the next two years, the Government hopes to finish this thoroughfare to the south coast. A similar road was begun from Tegucigalpa to the north coast at Puerto Cortez, but only about 8 kilometers (4.9 miles) have been completed. This work has been discontinued, and in the absence of a railroad, traffic to the north coast is compelled to make its way over hazardous mule paths.

The importance of building bridges over streams, where many lives are lost and a large amount of property destroyed every year, seems to have been entirely overlooked.

## NAVIGATION.

Of the 2,999 vessels that arrived at the various ports during 1900–1901, 618 were steamers, 1,001 brigantines or schooners, 936 sloops, and 444 miscellaneous small craft. Their total tonnage was 491,199, of which Amapala registered 224,158. Five thousand one hundred and sixty-eight passengers arrived in these vessels and 3,928 departed.

## MONEY.

Silver money was coined in 1900–1901 to the value of 13,611.62 pesos (\$5,526) and copper to the value of 977.90 pesos (\$387), or a total of 14,589.52 pesos (\$5,913).

There is no gold money of Honduras in circulation. The silver peso is the standard. It is subdivided into 2 reals, or one-fourth of a peso, and 10 centavos. The present rate of exchange is about 150 per cent; in other words, the local value of a silver peso in American gold is 40.6 cents.

## POPULATION.

The census of Honduras, recently completed (1902), contains four divisions:

1. The official census enumeration,
2. Enumeration as shown by the (a) census, (b) militia, (c) proletariat.
3. Enumeration according to the highest estimates of (a), (b), or (c) in the second division.
4. Municipal population by classes.

The official figures give the population of Honduras as 543,741, of which 267,304 are males and 276,437 females. The enumeration, according to the most favorable reports, greatly exceeds the official estimate, being 744,901. This latter figure is considered by the secretary of the bureau of statistics as a closer approach to the actual population than that of the census. If to this number be added the tribes of the north and of the Mosquito district, the secretary believes the total population would not fall far short of 800,000.

The cities containing a population of over 10,000 are as follows:

1. Tegucigalpa .....	26, 266
2. Juticalpa .....	17, 800
3. Cedros .....	12, 220
4. Nacaome .....	12, 040
5. Pespire .....	11, 880
6. Danli .....	11, 813
7. Santa Rosa .....	10, 888
8. Choluteca .....	10, 820
9. Intibuca .....	10, 070

#### TRADE-MARK LAW.

At the last session of the National Congress there was enacted a trade-mark law containing the following provisions (in abstract):

1. Any sign designating a commercial specialty may be considered a trade-mark.
2. Form, color, or designations must constitute a determining sign of the special product.
3. Anyone may register a trade-mark, provided he has an agency in the country.
4. To acquire an exclusive right, applicant must present to the secretary of fomento his petition, accompanied by the following documents: (1) Power of attorney, if represented; (2) two specimens of the trade-mark; (3) two models where trade-mark is bas-relief; (4) written contract proving agency.
5. Name of fabric, where made, etc., and domicile of proprietor.
6. Trade-mark of a foreigner must be registered first in the country of its origin.
7. Prior use establishes right to use here.
8. Secretary shall declare the exclusive use.
9. Publication made by the secretary of fomento to give notice to parties interested.
10. Trade-marks nontransferable.
11. Duration of trade-mark indefinite, but liable to forfeiture by failure of production within one year.
- 12, 13, 14. Facsimiles kept by secretary of fomento. Trade-marks not complying with above provisions are of no value. Judge to send decree of void trade-marks to secretary of fomento.
15. Trade-marks void (1) when copy of legally registered trade-mark is used; (2) when imitation may be mistaken for original.
16. Counterfeiting trade-mark deemed a crime.
17. Counterfeiting trade-mark punishable by penalty.
18. Drawings and industrial models are included in the provisions of this law.
19. The protection given to these trade-marks does not apply to articles covered by them, except when manufactured and sold in this country.
20. Present law to take effect on promulgation, and all petitions pending to be decided in accordance.

#### RECIPROCITY TREATY.

A reciprocity convention entered into between the Republics of Honduras and France in February, 1902, was ratified by the Congress of Honduras on March 3, 1902, and approved by the President on the 6th of March following.

#### TARIFF LAW.

A tariff law was passed by the National Congress March 29, 1900, to take effect on August 1 following. The tariff comprehends 1,659 articles. Twelve of these are free of duty, viz: Coal; articles for the use of the President of the Republic, the ministers of state, or diplomatic officers; pamphlets; launches; legumes, fresh; samples, patterns, or specimens in pieces or parts to the weight of 25 pounds; gold bars; periodicals and newspapers; silver bullion; steam tugs; leeches; vaccine virus.

ALFRED K. MOE, *Consul*.

TEGUCIGALPA, *October 28, 1902.*

## UTILLA.

Trade conditions in this consular district have not been as good this year as last. There are the same complaints of the quarantine regulations of the Louisiana State board of health, which prevent dealers from going to the United States and also serve as a drawback to commercial travelers.

## FRUIT EXPORTS.

The export of tropical fruit to the United States was about the same as last year. It is estimated at 1,500,000 bunches of bananas per annum, valued at 22½ cents gold per bunch. Cocoanuts are in good demand and are worth now \$15 to \$16 per thousand. The crop this year has fallen off, but not to a very great extent.

## SOAP FACTORY.

There are no manufactories here except a soap factory, which turns out a very good product.

## CURRENCY, FREIGHTS, AND LAWS.

Currency values are about the same as they were last year. The peso, or sol, is used here and varies in value from 38 to 42 cents United States currency. There are no banks here. Exchange is procured from the different fruit companies, which give drafts on their houses in New Orleans.

Freight rates are about 40 to 60 cents per hundred pounds.

There are no laws of a discriminating character against American vessels or merchandise. There is no law in this section requiring goods to be marked so as to show the country of origin or manufacture.

## AMERICAN ENTERPRISES.

There are no manufacturing plants of any kind in this section carried on by American capital. Some Americans are engaged in the culture of tropical fruit on the northern coast of Honduras, but to what extent they intend to enter the business is not yet definitely known.

## POSTAGE.

Postage rates remain about 15 cents, or 6 cents United States gold, per half ounce.

BEN WASKOM BAKER,  
*Vice-Consul.*

UTILLA, *September 22, 1902.*

## NICARAGUA.

## MANAGUA.

## ECONOMIC.

Nicaragua has for the last six months been suffering from serious business depression. Exchange has gone up to 500 per cent premium for United States gold, and the merchants are afraid to import anything except the actual necessities of life until the paper currency is redeemed by the issue of a national currency the sale of the national railroads, or the building of the Nicaragua Canal, any one of which would put the country on a solid financial basis and guarantee its prosperity for several years to come. This is easily understood when it is considered that Nicaragua has over 51,000 square miles of territory, 75 per cent of which is still national land, very rich, and needing only a small amount of industry to produce great results. She has facilities for transportation superior to any of her sister Republics, wealthy mining districts yet unexploited, virgin forests of fine timbers, the smallest foreign debt (about \$1,350,000, or \$3 per capita) of any country in Central or South America, a people friendly to foreigners, and a Government firm and ready to accept capital to start new industries as well as to encourage and strengthen old ones.

Although for over three years there has been no silver in circulation in this consular district (I understand that silver has been more or less in circulation all the time at Bluefields and on the Atlantic coast), yet the Government, by promptly paying its interest and the semiannual installment on its foreign debt, has enjoyed good credit abroad and has been able to sustain its paper currency at par or slightly below, although there has been no silver or gold back of it until about one year ago last May, at which time it had about 4,000,000 pesos paper currency in circulation and issued 4,000,000 more to replace the old and worn-out pieces. In spite of the regular monthly incineration, in public of from \$15,000 to \$50,000 paper money, up went exchanges until in July, 1901, gold or drafts on the United States were worth 300 per cent premium, at which point it remained for about one year and a half. Then came unfavorable news about the canal, the blowing up of the great armory at Managua, with losses in Government property, arms, and ammunition amounting to several million pesos, and the rumors of hostility on the part of neighboring countries, which drove exchange up to 500 per cent, where it has remained since August without any tendency to go higher for the present. The Government has obtained a large new stock of arms and ammunition, and peace and quiet are restored to the country. Nicaragua is only awaiting a better financial basis to regain her usual prosperous condition.

## TARIFF.

The tariff rates have remained the same, and the only changes in customs rules were made by a decree dated June 12, 1902—just published—by which all goods introduced without a consular invoice can be opened by depositing 50 per cent of their value, two months being allowed in which to get said invoice from American countries and



three months from European, without any fines being imposed. When the invoice arrives, only such part of the deposit will be retained as corresponds to duties, and the balance returned to the depositor; also, no consular invoice will be valid unless the goods are properly and concisely named. No general terms, like "ladies' dress goods," "ribbons," "shirts," etc., will be acceptable, but the quality and kind of goods must be distinctly declared.

#### COMMUNICATIONS.

The Pacific Mail Steamship Company has renewed its contract with the Nicaraguan Government, and its steamers call as formerly at Corinto and San Juan del Sur.

There have been no improvements as yet in harbor facilities, but the plan for a dock at Corinto, reported last year, has lately received a new impulse, and a company of foreigners and natives has been formed here for its immediate construction. Mr. T. M. Solomon, principal promoter and stockholder, has left for the United States to make contracts for materials and construction.

The national telegraph and telephone lines are being extended, little by little, to the remote and insignificant pueblos of the Republic. Lately, a line from Masaya to Tisma was dedicated to public use.

#### NEW RAILWAYS.

The Government, through its contractor and engineer, Mr. Julio Wiest, has completed the 36 miles of the central division of the national railroad from Managua to La Paz, on the western division, thus making one continuous line from Granada, on Lake Nicaragua, to Corinto, on the Pacific, which avoids steamer transportation on Lake Managua and is a great economy in the handling of freights.

Mr. P. W. Chamberlain, contractor and engineer, has concluded the 5 miles from Rio Indio to Greytown, on the Atlantic coast, and reconstructed the 12 miles of line laid by the old Maritime Canal Company. He has in project 18 miles more, to connect with the river San Juan at San Francisco, where, throughout the year, deep water is to be found for about 40 miles. Thus about 53 miles of railroad have been finished during the last year and the navigation facilities of the San Juan River greatly improved. The project to build the Rama Railroad has also been taken up by an American syndicate, which proposes to connect Bluefields and Rama with Lake Nicaragua and the railroads on the western side of the lakes. This will give another line of transit across the country and open up a rich new field for agricultural and other industries which can not now be carried on for lack of facilities for transporting their products.

Freight and passenger rates have gone up slightly during the past year, but owing to the greater depreciation in the paper currency of the country, are really lower than ever before, for while the rates have been raised one-fourth the currency has depreciated one-half. Passenger rates, first class, are now 9 cents per mile, which is only  $1\frac{1}{4}$  cents gold; formerly they were about 7 cents, or  $2\frac{1}{4}$  cents gold.

## LICENSES.

No licenses or passports are required for commercial travelers (passports are advisable), but, like every one else, these agents are required to get from the minister of foreign relations a passport or permission to leave the country (cost, 50 cents paper).

## STEAMBOATS.

Nicaragua has no merchant marine, except three small steamboats on Lake Managua, used for commercial purposes in connection with the railroads, but now to be removed to Lake Nicaragua, as the new central division of the national railroad has made them no longer necessary. The Government also has two small war vessels on the Pacific—the *Momotombo*, 500 tons, 9 knots, and the *Eleventh of July*, a 50-ton tug; a small tug, *El '93*, also about 50 tons, on Lake Nicaragua, and one gunboat, the *San Jacinto*, of about 80 tons, on the Atlantic coast.

## POSTAGE.

Postal rates are as follows: Letters, sealed, foreign, under 15 centigrams, 15 cents; letters, sealed, domestic, under 15 centigrams, 5 cents. In both cases, the same amount additional is charged for each extra 15 centigrams.

## ELECTRIC PLANT.

The only enterprise worthy of mention that has been started here during the last year is a large electric-light plant erected by an American syndicate, headed by J. & C. Weinberger, of New Orleans. This company began work about six months ago and to-day has a model plant, nearly ready to begin operations, which will make Managua one of the best lighted cities in the world. Mr. W. B. Reed, of New Orleans, electrical engineer, the local manager of the company, and nine American assistants are in charge of the construction of the plant and the installation of lights in the city. The company also employs about 50 native laborers, carpenters, and masons, and pays the Americans, all of whom are skilled laborers of the highest type, from \$75 to \$150 gold per month. The natives are all paid in the paper currency of the country. A carpenter or mason receives 3 to 4 pesos—50 to 66½ cents gold; common laborer, 1 to 1.50 pesos—16½ to 25 cents gold.

It is impossible to make comparisons between these skilled American linemen and electricians and the native laborers, but Mr. Reed tells me that he finds some of the natives very quick to learn and efficient afterwards. Altogether, the construction of the plant, especially the placing of the large boilers, and the raising of the 120-foot 5-ton iron smokestack, has been an object lesson to the people. The electric machinery for this plant was furnished by the Bullock Electric Company, of Cincinnati, Ohio. The Nicaragua Electric Light Company proposes to spend at least half a million dollars in establishing plants at all the principal cities, also electrical tramways at Managua and Leon.

CHESTER DONALDSON, *Consul*.

MANAGUA, October 10, 1902.

**SUPPLEMENTARY ; TRADE IN 1902.**

I give below statistics of trade for the six months ended June 30, 1902, for my consular district.

**EXPORTS.**

Coffee, the principal product of Nicaragua, was exported to the different countries as follows:

Country.	Quantity.	Value. <sup>a</sup>
	<i>Pounds.</i>	
Germany.....	6,438,458	\$361,523.59
France.....	3,830,793	221,791.66
United States.....	3,307,738	192,853.24
England.....	2,600,846	142,801.92
Spain, Austria, Italy, etc.....	1,648,921	60,760.83
Total.....	17,221,756	979,741.24

<sup>a</sup> United States gold.

It is seen that the United States received more coffee than England, for the first time on record.

Other products of Nicaragua exported to the United States from this consular district are:<sup>a</sup>

	(U. S. gold.)
Coffee.....	\$192,863.24
Deer skins.....	14,691.93
Gold (bars and dust).....	14,116.00
Hides.....	47,367.50
Rubber.....	52,777.06
Sugar.....	14,961.20
All other things.....	8,240.98
Total.....	345,017.91

The above table also includes the exports from this district that were shipped down the San Juan River and invoiced at Greytown, and therefore not reported from this consulate in the annual return of exports. I give below the quantities shipped from Granada through the custom-house at El Castillo, which should have been invoiced at this consulate, or the agency at Granada.

During the six months ended June 30, 1902, there was exported from Granada to the United States:

Coffee.....	\$23,228.25
Deerskins.....	4,074.85
Gold (nearly all the gold exported from this consular district).....	13,056.00
Hides (about equal to Corinto).....	17,816.42
Rubber (one-fourth more than from Corinto).....	24,833.86
Total.....	83,009.38

**IMPORTS.**

The importations for the six months ended June 30, 1902, have greatly diminished, not only from the United States, but even to a more marked

<sup>a</sup> Bananas, exported in large quantities from the Atlantic coast, are not included, as they are shipped from another consular district.

degree from Europe, owing to the high rates of exchange. The principal imports from the United States are:

Flour.....	\$64,502.20
Machinery.....	58,543.00
Kerosene.....	36,003.81
Beer.....	21,800.00
Drugs.....	21,215.20
Other articles.....	23,565.00
Total.....	225,629.21

The increase noted in the importation of machinery was caused by shipments to the Nicaraguan Electric Light Company, which has already brought in over \$50,000 worth of machinery, all from the United States.

CHESTER DONALDSON, *Consul.*

MANAGUA, *October 17, 1902.*

### SAN JUAN DEL NORTE.

It will be noted from the tables that follow, that the total exports for the year 1901 amount to 10,082,730.80 pesos (\$4,315,408.78), while the imports show a total of \$2,302,488.48, leaving a favorable trade balance of \$2,202,920.30. Unfortunately, at the present writing certain returns from Cape Gracias, Bluefields, and San Juan del Norte are unobtainable, but these would probably not materially affect the general result of the year's commerce. It is to be noted that the trade of the Atlantic coast is chiefly with the United States and would tend only to augment our share of Nicaragua's commerce.

The trade of Nicaragua during 1901 was distributed among her various ports as below:

#### *Imports and exports, 1901.*

Ports.	Packages.	Weight.	Value.	
			Pesos.	U. S. gold.
IMPORTS.				
Bluefields.....	247,918	Tons. <sup>a</sup> 9,864.7		\$799,166.79
Cabo Gracias á Dios.....	10,582	338.9		34,792.65
Castillo.....	42,871	1,750.1		298,936.77
Corinto.....	116,638	10,368.1		1,090,462.50
San Juan del Sur.....	11,266	642.7		79,129.77
Totals.....	429,275	22,964.6		2,302,488.48
EXPORTS.				
Bluefields.....	1,510,906	188.2	3,071,806.39	1,314,733.18
Cabo Gracias á Dios.....	1,693	60.3	188,493.65	80,675.28
Castillo.....	28,006	2,067.9	1,563,265.74	669,077.74
Corinto.....	188,896	8,930.9	4,880,638.84	2,088,913.42
San Juan del Sur.....	934	58.4	44,451.18	19,025.11
Rivas (Costa Rican frontier).....	10,918	7.9	827,675.00	140,244.90
Chinandega (Honduran frontier).....	300	9.2	6,400.00	2,739.20
Totals.....	1,691,242	11,296.2	10,082,730.80	4,315,408.78

<sup>a</sup> Metric tons of 2,205 pounds.

It will be seen that while Corinto during 1901 retains its position as the port trading most heavily with the outside world, Castillo shows an increase of about 90 per cent over the traffic that it enjoyed during

the year immediately preceding, and there is also a very gratifying increase in Bluefields's importance as a commercial factor in the country's international trade. In 1900, Bluefields exported only to the value of \$975,688.36 and imported \$715,600.84, as against exportations of \$1,314,733.13 and importations of \$799,166.79 in 1901.

The exports of Nicaragua during 1901 were distributed among the various countries of the world in different proportions from the preceding year. The statistics show a considerable falling off in trade with Germany and France and an increase with England, the United States, and the neighboring Republic, Costa Rica. Costa Rica, during 1901, imported very heavily of Nicaraguan cattle, which had formerly found their chief market in Colombia. Exports to England during this year almost doubled, and with the United States there was a very satisfying percentage of increase.

*Exports (comparative), 1900 and 1901.*

Destination.	Value in pesos. <sup>a</sup>		Comparison with the preceding year.			
	During 1900.	During 1901.	Increase (in pesos).	Increase in U. S. currency. <sup>b</sup>	Decrease (in pesos).	Decrease in U. S. currency. <sup>b</sup>
Austria .....	4,593.20				4,593.20	\$1,965.80
Belgium .....	4,900.00				4,900.00	2,097.20
Canada .....	17,340.00				17,340.00	7,421.52
Chile .....	100.00	1,272.50	1,172.50	\$501.83		
Colombia .....	29,191.78	27,266.68			1,925.10	823.94
Costa Rica .....	19,454.06	357,340.71	337,886.65	144,615.49		
Danish West Indies .....	124.80				124.80	58.41
England .....	1,029,397.33	2,083,738.16	1,004,340.83	429,857.88		
France .....	944,989.54	754,721.48			190,268.06	81,434.73
Germany .....	2,053,432.62	1,130,384.07			923,048.55	395,064.78
Guatemala .....	33,875.08	16,399.72			17,475.31	7,479.43
Honolulu .....	1,343.28				1,343.28	574.92
Honduras .....	27,571.50	135,525.50	108,954.00	46,682.31		
Italy .....	233,643.36	173,109.97			60,533.39	25,908.29
Peru .....	1,893.77	250.00			1,643.77	708.53
Salvador .....	116,575.35	70,598.65			45,976.70	19,678.03
Sweden .....	544.00	4,499.77	3,955.77	1,698.07		
Spain .....	14,056.00	11,400.00			2,656.00	1,138.77
United States .....	4,019,621.18	5,299,693.10	1,278,071.92	547,014.78		
Total .....	8,552,646.80	10,015,200.31	2,784,381.67	1,170,815.36	1,271,828.16	544,342.44

<sup>a</sup> On account of the late date (Feb. 1, 1903) when this report was received, it was impossible to give the valuations in U. S. currency.

<sup>b</sup> At \$4.28.

Imports for 1901, as compared with those of the preceding year, show a decided increase in the cases of the United States and Germany. England and France, on the other hand, have furnished considerably less of their goods to Nicaraguan consumers.

*Imports (comparative), 1900 and 1901.*

Country of origin.	Values (in gold).		Comparison with preceding year.	
	During 1900.	During 1901.	Increase.	Decrease.
Belgium .....		\$10,818.40	\$10,818.40	
Chile .....	\$4,752.96	720.90		\$4,032.06
Colombia .....	11,796.51	2,565.18		9,231.33
Costa Rica .....	727.88	320.75		406.63
Cuba .....		325.00	325.00	
China .....	12,176.90			12,176.90
Danish West Indies .....	139.71			139.71
Denmark .....	19.73			19.73
England .....	740,869.73	478,143.02		262,726.71
Ecuador .....	3,499.25	4,720.50	1,221.25	

*Imports (comparative), 1900 and 1901—Continued.*

Country of origin.	Values (in gold).		Comparison with preceding year.	
	During 1900.	During 1901.	Increase.	Decrease.
France .....	\$306,133.00	\$202,528.86		\$103,604.14
Germany .....	108,589.55	161,056.68	\$52,517.06	
Guatemala .....	14,397.30	7,695.90		6,801.40
Honduras .....	121.52	7,698.45	7,476.93	
Holland .....		25.89	25.89	
Italy .....	34,895.48	25,542.63		9,352.85
Jamaica .....	1,176.95			1,176.95
Mexico .....		40.00	40.00	
Peru .....		1,355.00	1,355.00	
Persia .....		4.00	4.00	
Portugal .....		11.97	11.97	
Salvador .....	600.00			600.00
Spain .....	6,965.28	2,965.09		4,000.19
Sweden .....				
Switzerland .....		2,029.11	2,029.11	
Turkey .....		104.00	104.00	
United States .....	1,306,720.66	1,361,907.71	55,187.05	
Total .....	2,553,021.93	2,265,868.49	131,115.18	418,768.62

Some extremely interesting facts are to be gathered from the table given below. It has been seen that, during 1901, the United States was Nicaragua's chief customer, having taken a little over one-half her total of exports. The table shows that American markets have attracted Nicaraguan bananas, cocoanuts, cedar, deerskins, hides, indigo, lumber, and fancy woods, rubber, and sugar, in preference to those of other nations. Nicaragua's extensive cacao crop is used in large part for domestic consumption, chocolate in its various forms being the national beverage, hence the small exportations of that article. Germany, it would appear, is the chief consumer of Nicaragua's excellent coffee, with France and England following and the United States occupying only the fourth place. The banana production is practically monopolized by the United States, that fruit being grown here almost entirely for export.

*Products, and their markets.*

Article and country.	Quantities.	Article and country.	Quantities.
Bananas, United States .... bunches..	1,316,317	Gold:	
Cacao:		England .....	kilos.. 1,136.670
Honduras .....	pounds 304	United States .....	do... 717.714
Costa Rica .....	do... 198	France .....	do... 14.279
Colombia .....	do... 129	Germany .....	do... .607
Cocoanuts, United States .....	tons 406.2	Hides:	
Coffee:		United States .....	tons 944.5
Germany .....	do... 2,376.8	England .....	do... 1.9
France .....	do... 1,311.7	France .....	do... .8
England .....	do... 1,090.9	Horns:	
United States .....	do... 713.7	France .....	do... 4.9
Italy .....	do... 310.8	United States .....	do... 1.3
Colombia .....	do... 52.6	Indigo, United States .....	do... 5.4
Sweden .....	do... 8.0	Jenisaro, United States .....	do... 314.9
Spain .....	do... 3.3	Lignum vite:	
Chile .....	do... .7	United States .....	do... 203.2
Cotton, Guatemala .....	do... 4.4	Germany .....	do... 25.6
Corn, rest of Central America .....	do... 734.9	France .....	do... 7.2
Cedar:		England .....	tons.. 5.8
United States .....	do... 23.2	Italy .....	do... 4.5
Italy .....	do... 14.8	Live stock, Costa Rica .....	heads.. 10.9
Chile .....	do... 9.8	Mahogany:	
Peru .....	do... 4.9	United States .....	tons.. 35.5
Deerskins:		Italy .....	do... 12.2
United States .....	do... 100.4	Chile .....	do... 10.1
England .....	do... .2		

*Products, and their markets—Continued.*

Articles and country.	Quantities.	Article and country.	Quantities.
<b>Mahogany—Continued:</b>		<b>Silver coin—Continued:</b>	
England.....tons..	10.1	Honduras.....pesos..	1,528
Germany.....do....	9.6	France.....do.....	978
<b>Mora:</b>		Salvador.....do.....	227
France.....do....	69.2	<b>Sugar:</b>	
Italy.....do.....	27.8	United States.....tons..	1,886.7
<b>Mora, extract of:</b>		Honduras.....do.....	88.3
Spain.....kilos....	13,800	Costa Rica.....do.....	31.6
Germany.....do....	6,900	Salvador.....do.....	8.8
Italy.....do.....	6,417	Colombia.....do.....	6.0
Oranges, United States.....number..	8,500	Italy.....do.....	1.3
Oil of coyol palm, Honduras.....kilos..	30	Salt, Guatemala.....do.....	223.5
Pineapples, United States.....number..	6,100	<b>Tortoise shell:</b>	
<b>Rubber:</b>		United States.....kilos..	146
United States.....tons..	351.2	Honduras.....do.....	12
England.....do.....	1.9	<b>Turtles (green), United States, num-</b>	
France.....do.....	1.0	ber.....	150
<b>Silver coin:</b>		Tuno, United States.....tons..	7.4
United States.....pesos..	3,465		

A. L. M. GOTTSCHALK, *Consul.*SAN JUAN DEL NORTE, *December 28, 1902.***SALVADOR.**

The attached tabular statements of exports and imports are condensed from material furnished by the bureau of statistics of Salvador; the rest of the report is based upon personal investigations.

**EXPORTS.**

The exports from Salvador during the calendar year 1901, compared with those of 1900, show a gain of 23 per cent, principally in sugar, indigo, and rubber. This last article will no doubt continue to show an increase in production, owing to the cultivation of the rubber tree, which has been entered into largely during the last four years.

The export of sugar has made rapid strides during the past decade—from \$2,800 worth in 1900 to \$180,623.20 worth last year. This product, also, will probably continue to grow.

The developments of the last few years have proved Salvador to be a reliable producer of precious metals. Of these, there was exported in 1900 \$77,945 worth; last year the product was valued at \$192,735.23, and I am reliably assured that the next returns will show a production of \$1,000,000 worth by one company alone of the many that are operating.

The coffee crop increased only 9 per cent over last year, while the production of balsam has fallen from \$118,175.60 to \$98,580.40 worth. The exports to Germany and France have decreased, while those to England have increased 89 per cent and those to the United States 97 per cent over 1900.

**IMPORTS.**

For the calendar year 1901, statistics covering the imports of only the first six months are obtainable. Fortunately, I have been able to

secure similar figures for the first six months of the present year, and am thus able to make a partial comparison of the trade of the two years.

The imports for 1902 show but very slight increase over those of the past year. England, France, and Germany seem to have lost ground, while the United States has gained over 41 per cent. A steady, healthy growth is observable, but it can not be ascertained with precision what are the causes that have contributed to this increase. One factor, however, must be taken into consideration, and that is the competition between transportation companies, which has resulted in lower freights. Of these companies, one has ceased to operate on this coast; and it remains to be seen what effect this withdrawal will have on the commerce of next year.

It will be noticed that "sundries," which amounted to \$140,503.13 last year, have increased to \$273,312.12. From inquiries made, it is ascertained that under this heading are included miscellaneous articles admitted free of duties, goods imported for the use of railways, pier companies, mines, milling companies, etc., and Government material and supplies, such as telephones, arms, and ammunition.

JOHN JENKINS, *Consul-General.*

SAN SALVADOR, *October 27, 1902.*

*Exports of Salvador for the calendar year 1901.*

Articles.	England.	France.	Germany.	Italy.
Balsam.....		\$2,500.00	\$59,250.00	
Coffee.....	\$574,292.40	1,002,577.60	337,688.00	\$438,252.40
Cordage.....				
Deerskins.....	39.20	104.00	180.00	
Gold coin.....				
Gold bullion.....	20,882.00	600.00		
Hides, ox.....	4,982.00	53,351.20	4,397.00	
Indigo.....	171,125.60	139,287.60	96,242.40	1,161.60
Ores, copper, silver, and gold.....	119,483.20	58.00		
Rubber.....	2,042.00	1,780.40	5,193.20	
Sarsaparilla.....				
Silver coin and bullion.....	31,489.20	25,950.40		
Sugar.....	51,374.00	9,640.40		
Sundries.....	3,710.80	380.00	238.40	
Tobacco.....			12.00	
Wood.....		396.00		
Total.....	979,370.40	1,286,625.60	508,201.00	489,414.00

Articles.	Spain.	United States.	Other nations.	Total.
Balsam.....		\$26,833.36	\$9,997.04	\$36,830.40
Coffee.....	\$1,820.80	808,116.73	160,754.83	3,328,502.76
Cordage.....			1,822.80	1,822.80
Deerskins.....		6,766.23		7,069.43
Gold coin.....				
Gold bullion.....		39,216.00		60,648.00
Hides, ox.....		35,047.05		97,777.25
Indigo.....	23,841.20	18,605.39	37,399.78	487,663.57
Ores, copper, silver, and gold.....		8,765.00		128,206.20
Rubber.....		32,999.13		42,014.73
Sarsaparilla.....			117.60	117.60
Silver coin and bullion.....				57,439.60
Sugar.....	3,720.00	95,695.66	20,193.14	180,623.20
Sundries.....		1,170.30		4,499.50
Tobacco.....			42,250.00	42,252.00
Wood.....				396.00
Total.....	29,382.00	1,073,214.85	272,535.19	4,528,143.54



*Imports of Salvador for the first half of the calendar year 1901.*

Articles.	England.	France.	Germany.	Italy.
Beer .....	\$195.00	\$1,455.15	\$2,458.00	
Beverages .....	577.50	322.40	1,809.75	\$23.00
Books .....	61.75	1,549.80	2,470.25	
Cheese and butter .....	185.00	761.60	54.27	2,409.00
Cotton goods .....	345,719.93	44,687.75	50,830.64	6,098.80
Drugs and medicines .....	4,123.87	16,525.35	13,729.76	575.00
Earthenware and porcelain .....		841.40	2,167.19	
Fancy articles .....	981.75	3,278.60	8,049.42	98.80
Fertilizers .....			2,160.25	
Flour .....		279.70	981.75	843.20
Furniture .....		245.40	198.50	
Gold and silver .....				
Glassware .....	159.79	3,557.00	3,691.07	
Hardware .....	11,906.39	3,702.72	1,262.25	378.40
Hats .....	1,867.75	3,675.20	115.00	962.80
Hemp .....	6,039.41	646.40	850.75	20.00
Jewelry .....	10.00		51.25	
Leather and findings .....	159.00	16,455.48	23,427.74	
Lime and cement .....		467.60	1,284.75	70.00
Lumber .....		122.00	1,382.27	40.00
Machinery .....	4,970.75		1,770.25	
Marble .....		90.00		611.00
Matches .....			4,892.60	
Notions .....	3,115.25	16,342.90	6,070.51	
Perfumery .....	123.25	2,480.00	2,600.82	
Petroleum .....	3,215.88	554.20	992.00	1,507.02
Provisions .....	359.58	3,129.80	1,262.25	608.80
Sacks .....	13,524.00	4,716.40	6,230.34	
Silk goods .....	1,220.00	145.60	624.72	962.00
Spirits and liquors .....	750.75	4,484.80	460.25	
Stationery .....	718.83	4,519.20	11,428.25	204.00
Sundries .....	12,860.50	32,449.80	47,449.98	180.00
Tea and spices .....	150.38	259.20	1,071.25	150.00
Wine .....	258.75	6,476.20	2,407.25	2,524.60
Woolen goods .....	7,842.22	8,766.80	6,921.87	1,345.40
Total .....	420,047.23	182,988.45	210,707.20	19,701.82

Articles.	Spain.	United States.	Other nations.	Total.
Beer .....		\$2,140.00		\$6,248.15
Beverages .....		18.43	\$14.12	2,765.20
Books .....	\$39.80	919.25	238.25	5,278.88
Cheese and butter .....		740.63	3,251.10	7,851.60
Cotton goods .....	644.00	97,883.95		545,865.07
Drugs and medicines .....	643.00	21,955.46	344.29	57,896.73
Earthenware and porcelain .....		2.16	10.00	8,020.75
Fancy articles .....	147.00	6,394.83	75,009.85	93,960.25
Fertilizers .....				2,160.25
Flour .....	37.50	85,800.63		87,942.78
Furniture .....	345.00	892.81	250.25	1,931.96
Gold and silver .....		600.00	7,500.00	8,000.00
Glassware .....	9.60	3,845.95		11,263.41
Hardware .....	71.00	28,022.58	28,747.68	74,091.02
Hats .....	507.00	370.13	2,071.90	9,069.78
Hemp .....	207.80	114.89	964.25	8,333.50
Jewelry .....		1,839.30		1,900.55
Leather and findings .....	767.20	6,922.57	782.42	48,514.41
Lime and cement .....		2,028.33	325.40	4,177.06
Lumber .....	228.00	596.56		2,868.83
Machinery .....		9,379.04	200.00	16,320.04
Marble .....		550.00		1,251.00
Matches .....		331.60		5,224.10
Notions .....		1,619.49		27,148.15
Perfumery .....		758.66		5,962.73
Petroleum .....				6,359.10
Provisions .....	249.40	14,189.37		19,799.20
Sacks .....				24,520.74
Silk goods .....		12,964.10		15,916.42
Spirits and liquors .....		4,239.09	301.40	10,236.29
Stationery .....		637.45	2,051.93	19,509.66
Sundries .....	618.00	17,426.59	80,018.26	140,503.13
Tea and spices .....	50.40	2,006.51		3,687.69
Wine .....	256.74	16,310.42		31,233.96
Woolen .....	232.70	7.50	3,334.00	28,450.49
Total .....	8,064.14	341,407.98	155,406.10	1,338,312.90

*Imports of Salvador for the first half of the calendar year 1902.*

Articles.	England.	France.	Germany.	Italy.
Beer	\$1,016.22	\$56.00	\$2,231.86	
Beverages	231.84	158.20	60.50	\$10.00
Books	25.00	1,823.00	532.25	2.00
Cheese and butter	15.00	289.40	99.98	717.46
Cotton goods	246,981.34	69,097.27	41,030.11	7,104.23
Drugs and medicines	7,938.68	12,340.51	10,549.12	1,514.40
Earthenware and porcelain	146.72	922.70	8,018.59	
Fancy articles	146.95	63.40	657.75	
Fertilizers	422.00		612.75	
Furniture		512.00	198.25	
Gold and silver			268.00	
Glassware		794.47	3,026.78	
Hardware	22,689.59	8,126.10	13,261.64	10.00
Hats	601.60	1,495.00		853.00
Hemp	1,391.75	370.48	800.51	146.00
Jewelry			87.00	
Leather and findings	1,063.74	6,205.79	15,429.17	
Lime and cement	1,050.00		93.00	
Linen goods	3,537.65	551.06	696.50	
Lumber	13.40	65.40	177.63	12.00
Machinery	670.00	2,554.00	77.85	104.40
Marble				
Material for soap and candles		7,420.00	15,588.37	
Matches			3,045.58	
Notions	10.00	8,718.05	2,649.49	
Perfumery	426.20	1,777.50	588.25	
Petroleum	85.00	380.00		
Provisions	711.78	930.80	2,352.39	2,038.01
Sacks	8,698.27	2,441.55	6,435.70	180.20
Silk goods	148.20	1,496.80	169.00	
Spirits and liquors	1,012.68	6,399.40	1,067.25	81.00
Stationery	1,202.72	1,549.70	7,177.83	808.55
Sundries	67,451.48	17,211.78	37,709.49	4,966.50
Tea and spices	459.28		942.25	476.20
Wine	1,747.90	12,190.14	9,561.28	2,635.24
Woolen	9,904.20	16,492.63	6,110.30	1,204.35
<b>Total</b>	<b>379,794.19</b>	<b>177,433.13</b>	<b>191,306.42</b>	<b>22,808.54</b>

Articles.	Spain.	United States.	Other nations.	Totals.
Beer		\$4,532.45		\$7,836.53
Beverages		80.00		540.54
Books		596.88		2,979.13
Cheese and butter		15.64	\$1,780.00	2,917.48
Cotton goods	\$1,575.68	138,103.88		503,892.51
Drugs and medicines	36.25	22,730.25		55,109.21
Earthenware and porcelain		215.64		9,303.65
Fancy articles		75.00		943.10
Fertilizers				1,034.75
Flour		95,949.94		95,949.94
Furniture		1,419.50		2,129.75
Gold and silver				268.00
Glassware	15.85	711.69	72.00	4,620.29
Hardware	183.00	5,972.97		45,243.30
Hats		188.42	2,940.00	6,078.02
Hemp		1,183.25		3,891.99
Jewelry		241.45		328.45
Leather and findings		6,610.56		29,309.25
Lime and cement		26.00		1,169.75
Linen goods				4,785.21
Lumber	66.00	506.99		841.42
Machinery		1,399.56		4,805.81
Marble		633.49		633.49
Material for soap and candles		2,312.26	4,928.70	30,249.33
Matches				3,045.58
Notions		237.04		11,614.58
Perfumery		1,244.00		4,035.95
Petroleum		6,396.76		6,851.76
Provisions	862.40	8,668.12	7.50	15,566.00
Sacks		157.50		17,858.22
Silk goods		37,418.50		39,232.50
Spirits and liquors	604.25	7,715.88	13.00	16,898.46
Stationery	592.60	3,181.40	1,490.02	16,002.82
Sundries	1,402.46	119,485.48	25,084.93	273,312.12
Tea and spices		1,938.52		3,816.25
Wine	3,688.50	14,661.55	500.00	44,984.61
Woolens		194.00		33,905.42
<b>Total</b>	<b>9,026.49</b>	<b>484,794.56</b>	<b>36,816.15</b>	<b>1,301,979.48</b>

# WEST INDIES.

## BRITISH WEST INDIES.

### BAHAMAS.

The statistical tables of exports, imports, trade with the United States, and navigation, furnished with this report, are for the fifteen months ended March 31, 1902, instead of for the calendar year 1901, as might have been expected from past custom. The revenue authorities of this colony have changed the period of their fiscal year, making it terminate hereafter on the 31st of March instead of December 31; and for convenience, they have added the first quarter of 1902 to their fiscal year of 1901, and this report is necessarily made in accordance therewith. Hereafter, my annual returns will be for the year ending March 31 instead of for the calendar year.

It is impossible, with these returns, to institute an exact comparison between the commerce of 1901 and previous years, but it is safe to say that the trade of the colony with the United States has been well maintained during this period and is in a highly satisfactory condition.

### EXPORTS.

The total value of the exports from the colony during this period was \$1,081,229.23, and the imports amounted to \$1,986,256.37. Of this trade, the United States controlled fully 75 per cent, as appears from the following figures:

Exports to the United States, \$759,033.42; imports from the United States, \$1,495,694.50. The exports to the United States consisted of: Bark, \$13,000; grape fruit, \$11,000; oranges, \$14,000; pineapples, \$140,000; preserved fruit, \$42,000; sisal hemp, \$88,000; sponges, \$390,000; yellow metal, old, \$15,000; turtle shell, \$6,000; dye and cabinet wood, \$7,000.

### IMPORTS.

The imports from the United States were made up principally of the following: Beer, \$6,000; butter, \$40,000; cattle, \$16,000; coffee, \$12,000; corn meal and hominy, \$57,000; coal, \$37,000; cotton, linen, woolen, and silk goods, \$137,000; earthenware, glassware, etc., \$226,000; fresh meat, \$43,000; flour, \$200,000; ice, \$15,000; lard, \$27,000; lumber, \$75,000; salted meats, \$90,000; machinery, \$62,000; fertilizers, \$33,000; oats and bran, \$16,000; oils, \$23,000; vegetables, \$20,000; preserved meats and fruits, \$35,000; shingles, \$18,000; sugar, \$20,000; tinware, hardware, etc., \$50,000; tobacco, \$30,000; spirits, \$10,000.

### SPONGES.

The sponge industry continues to be the most important. It was dull during a portion of the season, owing to a decrease in the demand

from the United States, but it recovered enough later on to make the period as prosperous as usual. Much feeling was engendered by the temporary invasion of the sponge waters by a fleet of twenty-odd American vessels, which came over from Key West, and for several weeks fished in waters claimed by the Bahamians. The efforts of the local authorities, in which the officials at Key West rendered assistance, to put a stop to the alleged trespassing, were successful. The value of the sponges sent to the United States was \$390,000.

#### FRUITS.

The fruit crop was an average one. The quantity and quality of the pineapple product were good and fair prices were obtained. Fully the usual number was preserved. There is a disposition to increase the area of land under pineapple cultivation, though some entertain fears lest the Bahamas may not be able to successfully compete in future with Cuba and Porto Rico. The value of the ripe fruit shipped was \$175,000; canned fruit, \$40,000.

#### BAHAMA HEMP.

Sisal hemp is being more extensively cultivated. The number of small plantations is being greatly increased; the cleaning is largely done by hand. All the hand-cleaned product finds a ready market at remunerative prices. The large plantations do not seem to be increasing proportionately, but on the whole, the industry is in an encouraging condition. There were shipped to the United States during this period 1,514,246 pounds, valued at \$87,830.60.

#### CHARACTER OF IMPORTATIONS.

The kind and quality of dry goods, clothing, boots and shoes, etc., in use are quite similar to those sold in our Southern States, and they are packed for shipment as is merchandise intended to go by sea to our Gulf cities. Our style of packing and shipping goods is entirely satisfactory to the merchants of this colony. All of our manufactured goods are pleasing in style and character, and are deservedly popular. Their importation is steadily increasing.

The colony, as will be seen from the table of imports, depends largely upon the United States for its supply of foodstuffs and groceries, as well as for its other requirements. A moderate quantity of corn and vegetables is raised here; but most of the soil is too thin, rocky, and barren to be available for agricultural purposes. Probably, three-fourths of the food required for the support of the people of the Bahamas is imported from the United States. This forms an important item in the trade with our country.

#### NAVIGATION.

The returns show that American shipping finds abundant and profitable employment in Bahamian waters. During the period covered by this report, 139 steamers flying the United States flag, having a tonnage of 207,318 tons, called at the ports of the colony, and 94 American sailing vessels, with a tonnage of 19,193 tons, entered the harbors. Steam communication with the United States is regular and frequent.

There are three or four steamers per month from New York, and about forty during the year from Florida. Some forty American schooners are employed every season in transporting the pineapple crop to New York and Baltimore. There are three mails per month the year round from New York, and during the winter, semiweekly and triweekly mails from Florida. For all this mail and passenger service, the colony pays American contractors \$30,000 per annum. There is also a line of ocean cable to the United States.

#### FINANCIAL MATTERS.

The revenue of the colony is derived almost entirely from duty on imports, which is specific and ad valorem, the latter averaging 20 per cent. There are also licenses for the sale of spirits, wine, and beer, a small property tax on rentals, and a tax on vehicles. There is no direct tax on personal property, as in the United States, nor is there any tax on real estate. There have been no important changes in the tariff during the past year, except that an export duty has been put on pine apple plants and slips, of \$1.20 on the first hundred plants and \$2.40 per hundred on all above that quantity.

The standard of value is the British pound sterling, which is considered equivalent to \$4.80 in American currency. The currency in circulation is composed of American gold and paper money, British silver, and notes of the bank of Nassau, an incorporated bank—the only one in the colony. In the winter, when American visitors are numerous, a large quantity of United States paper money gets into circulation. American gold and paper money are always at par, but American silver is at 4 per cent discount. Fully one-half of the currency of the colony is American. The debt of the Bahamas, which is small, is being steadily reduced.

#### A WINTER RESORT.

Nassau's prosperity depends largely upon the use made of the city by strangers during the winter season for health and pleasure. Notwithstanding the superior advantages offered by the Florida East Coast Hotel Company (American) in the way of two first class hotels, the number of people who visited Nassau last winter was disappointing, being less than during the winter of 1900–1901, whereas a large increase was looked for.

It is generally agreed that the hotel company was unfortunate in the choice of a steamer to perform the service between Miami, Fla., and Nassau. Passengers were not satisfied with the ship, and unfavorable reports checked travel. Its shortcomings were not offset by the superior accommodations offered on shore, nor by the attractions of the ideal winter climate of Nassau. With satisfactory means of reaching Nassau from Florida, this city should enjoy prosperity every winter as a health resort.

#### THE OUTLOOK.

The prospect for the future prosperity of the colony is encouraging. The principal industries are in a healthy condition, and they will probably so continue. The trade with the United States is of a most

encouraging nature. Our merchants, manufacturers, and shippers have only to continue their present methods, to retain the bulk of the trade of the Bahamas.

THOS. J. McLAIN, *Consul*.

NASSAU, N. P., *July 17, 1902.*

*Imports into the Bahamas for the fifteen months ended March 31, 1902.*

Articles.	Quantity.	Value.	Duty.	Whence imported.
Ale and porter, bottles, dozen quarts.	6,519	\$11,717.90	\$3,168.20	United States; Great Britain.
Ale and porter, wood, gallons.	5,680	2,939.45	1,382.08	Do.
Beans and pease ..... bushels.	1,828	4,121.90	219.00	United States.
Brandy ..... gallons.	392	1,497.46	905.15	United States; Great Britain.
Biscuit and bread ..... value.	.....	8,881.50	1,990.40	Do.
Bicycles ..... number.	242	6,861.10	282.25	United States.
Butter ..... pounds.	171,098	88,859.15	7,645.50	Do.
Candles ..... do.	16,789	1,873.65	379.58	United States; Great Britain.
Cattle ..... number.	172	16,050.25	836.05	United States.
Cheese ..... pounds.	58,681	7,588.65	1,790.90	United States; Great Britain.
Cigars ..... number.	83,700	3,396.90	851.65	United States; West Indies.
Coffee ..... pounds.	183,515	15,428.65	3,649.30	Do.
Cordials ..... value.	.....	3,085.40	588.95	Germany.
Copper and yellow metal, pounds.	30,272	3,941.10	Free.	United States; Great Britain.
Coal ..... tons.	4,581	37,806.40	Free.	Do.
Corn ..... bushels.	10,678	8,330.90	1,239.35	United States.
Corn meal and hominy, barrels.	15,500	57,024.60	7,543.10	Do.
Cotton, woolen, linen, and silk goods, value.	.....	303,523.65	56,581.84	United States; Great Britain; France; Germany.
Electrical appliances ..... value.	.....	6,579.55	Free.	United States.
Fish, salted and dried, pounds.	72,082	5,124.25	905.15	Do.
Flour ..... barrels.	62,637	208,149.50	44,046.70	Do.
Fresh meat and poultry, do.	326,764	42,917.66	Free.	Do.
Glassware, earthenware, and similar goods, value.	.....	277,463.50	50,427.22	United States; Great Britain; Europe.
Gin ..... gallons.	17,076	14,707.40	21,903.46	Holland; United States.
Hay ..... pounds.	429,835	5,839.80	1,041.43	United States.
Ice ..... tons.	2,792	14,706.20	Free.	Do.
Lard ..... pounds.	374,082	27,427.10	7,562.30	Do.
Lumber ..... feet.	3,460,690	74,237.30	8,166.50	United States; wrecks.
Machinery ..... value.	.....	80,365.46	Free.	United States; Great Britain.
Meat, salted ..... pounds.	1,106,270	98,275.65	16,546.10	United States.
Manures ..... barrels.	5,010	32,197.50	Free.	Do.
Molasses and sirup ..... gallons.	3,094	1,026.83	184.90	United States; West Indies.
Musical instruments ..... value.	.....	4,107.12	Free.	United States; Great Britain.
Nails ..... pounds.	189,300	5,700.77	1,155.72	Do.
Oats and bran ..... bushels.	23,614	15,811.10	2,871.25	United States.
Oil, kerosene ..... gallons.	133,929	17,914.40	8,147.62	Do.
Oil, others ..... do.	21,197	8,968.75	1,537.86	United States; Great Britain.
Potatoes and onions ..... barrels.	2,971	10,044.45	1,445.30	United States.
Preserved fruits, fish, and meats, value.	.....	117,798.20	20,973.94	United States; Great Britain.
Printed matter ..... do.	.....	15,543.40	Free.	Do.
Rope and canvas ..... do.	.....	33,638.40	3,170.90	United States.
Rice ..... pounds.	2,433,022	56,394.10	12,321.72	United States; Great Britain.
Rum ..... gallons.	24,808	16,333.25	85,729.40	British West Indies.
Soap ..... pounds.	237,367	8,969.20	2,311.16	United States; Great Britain.
Sugar, refined ..... do.	610,838	24,108.80	7,995.20	Do.
Sugar, unrefined ..... do.	1,512,884	45,467.85	11,012.60	United States; Great Britain; West Indies.
Spectle ..... value.	.....	15,207.81	Free.	United States.
Shingles ..... number.	2,587,000	17,963.20	2,165.05	Do.
Sundries ..... value.	.....	80,762.45	2,725.91	Various countries.
Tea ..... pounds.	12,193	4,428.10	1,479.50	Great Britain; United States.
Tinware, hardware, etc, value.	.....	67,707.76	8,929.25	Do.
Tobacco, unmanufactured, pounds.	91,358	12,572.10	5,528.20	United States; West Indies.
Tobacco, manufactured, pounds.	110,220	22,045.20	18,901.80	United States; Great Britain.
Turtle shell ..... value.	.....	1,922.10	Free.	British West Indies.
Whisky ..... dozen quarts.	2,470	11,854.20	7,212.50	Great Britain; United States.
Do ..... gallons.	522	1,867.20	545.05	Do.
Wines ..... do.	4,310	9,222.80	4,547.85	Do.
Total.	.....	1,986,256.87	399,550.84	

*Exports from the Bahamas for the fifteen months ended March 31, 1902.*

Article.	Quantity.	Value, including cost and charges.
Bark .....	pounds 250, 600	\$13, 182. 80
Curios, marine .....		725. 10
Fruits:		
Grape fruit .....	number 470, 426	10, 321. 65
Oranges .....	do 3, 001, 173	14, 064. 10
Pineapples .....	dozen 380, 094	140, 602. 70
Pineapples, preserved .....	cases 33, 447	37, 534. 80
Guavas, etc. ....	do 6, 512	5, 158. 02
Hides and skins .....		1, 605. 10
Machinery .....		2, 077. 40
Manufactured goods .....		5, 395. 70
Salt .....	bushels 73, 045	4, 446. 10
Shells, common .....		13, 689. 25
Shell, turtle .....	pounds 9, 413	33, 615. 05
Sisal hemp .....	do 1, 538, 478	90, 195. 05
Sponges .....	do 151, 850	668, 077. 50
Sundries .....		10, 666. 16
Tobacco .....	bales 30	5, 474. 15
Turtles, live .....	pounds 19, 600	1, 225. 10
Wood, dye and cabinet .....		7, 469. 20
Yellow metal .....	pounds 197, 051	15, 694. 10
Total .....		1, 061, 229. 23

*Trade between the Bahamas and the United States during the fifteen months ended March 31, 1902.*

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Beer, wood .....	gallons 640	\$296. 85		
Beer, bottles .....	dozen quarts 2, 948	5, 445. 56		
Beans and peas .....	bushels 1, 828	4, 121. 90		
Biscuit and bread .....		7, 610. 50		
Butter .....	pounds 169, 626	38, 859. 15		
Bicycles .....	number 242	6, 861. 10		
Cattle .....	do 156	16, 050. 25		
Cheese .....	pounds 56, 436	7, 586. 65		
Coffee .....	do 136, 256	11, 771. 46		
Copper and yellow metal .....	do 13, 902	2, 228. 45		
Corn .....	bushels 10, 678	8, 830. 90		
Corn meal and hominy .....	barrels 15, 500	57, 025. 10		
Coal .....	tons 4, 224	37, 306. 40		
Cotton, woolen, linen, and silk goods .....		137, 459. 72		
Electrical apparatus .....		6, 579. 55		
Earthenware, glassware, and similar goods .....		226, 613. 18		
Fruit crates .....		1, 782. 50		
Fish, dried and cured .....	pounds 72, 632	2, 929. 10		
Fresh meat and poultry .....	do 326, 764	42, 917. 66		
Flour .....	barrels 51, 060	202, 310. 02		
Hay .....	pounds 427, 410	5, 839. 80		
Ice .....	tons 2, 792	14, 705. 20		
Lard .....	pounds 374, 082	27, 427. 10		
Lumber .....	feet 3, 460, 690	74, 237. 30		
Meat, salted and cured .....	pounds 1, 094, 709	93, 275. 65		
Machinery .....		61, 920. 52		
Manures .....	barrels 5, 010	32, 197. 50		
Metal roofing .....		3, 566. 60		
Musical instruments .....		2, 476. 90		
Nails .....	pounds 168, 200	5, 371. 60		
Oats and bran .....	bushels 23, 614	15, 811. 10		
Oil:				
Kerosene .....	gallons 133, 928	17, 914. 40		
Others .....	do 2, 287	3, 104. 92		
Colza .....	do 9, 260	1, 148. 20		
Potatoes and onions .....	barrels 2, 971	10, 044. 45		
Printed matter .....		8, 806. 10		
Preserved fruits, meat, etc .....		33, 638. 40		
Rice .....	pounds 166, 816	4, 282. 32		
Shingles .....	number 2, 587, 000	17, 968. 10		
Soap .....	pounds 229, 510	8, 859. 10		
Sugar, refined .....	do 520, 267	20, 063. 40		
Sundries .....		108, 610. 83		
Specie .....		15, 207. 31		

*Trade between the Bahamas and the United States during the fifteen months ended March 31, 1902—Continued.*

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Tea.....pounds..	4,648	\$1,740.10		
Tinware, hardware, etc.....		51,911.06		
Tobacco:				
Manufactured.....pounds..	108,210	20,881.85		
Unmanufactured.....do..	85,466	12,243.80		
Whisky.....		3,025.50		
Wine.....gallons.	2,330	5,864.40		
Bark.....pounds..			\$216,121	\$11,679.10
Curiosities, marine.....				696.90
Fruits:				
Grape fruit.....number..			470,426	10,321.85
Oranges.....do..			3,001,173	14,064.20
Pineapples.....dozen..			380,094	140,602.90
Preserved.....cases..			40,087	41,905.60
Sundry.....				618.17
Hides.....number..			2,292	1,606.10
Hemp sisal.....pounds..			1,514,246	87,830.60
Salt.....bushels..			56,272	3,469.10
Shells.....				9,299.90
Sponges.....pounds..			869,167	390,429.56
Tobacco.....bales..			80	5,474.81
Turtle, live.....pounds..			19,600	1,236.12
Turtle-shell.....do..			1,869	6,866.63
Woods, dye and cabinet				6,535.75
Vegetables.....				462.80
Yellow metal, old.....pounds..			189,061	15,019.25
<b>Total.....</b>		1,496,694.50		759,083.42

*Navigation at the ports of the Bahamas for the year and three months ended March 31, 1902.*

## ENTERED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.
American .....	United States.....	99	181,044	90	16,919	189	147,963
	Cuba.....	38	73,069	1	929	39	74,018
	British West Indies.....			1	929	1	929
	Central America.....	2	3,185			2	3,185
	Danish West Indies.....			1	257	1	257
British .....	French Guiana.....			1	159	1	159
	United States.....	69	111,689	120	10,387	189	122,076
	British West Indies.....	2	4,200	48	1,649	50	5,849
	Haiti.....	1	667	40	459	41	1,126
	Central America.....	8	44,896			8	44,896
	South America.....	2	12,406			2	12,406
	Mexico.....	3	5,671			3	5,671
	Nova Scotia.....	1	6,208			1	6,208
	Porto Rico.....			2	325	2	325
	Cuba.....			11	506	11	506
Haytien .....	United Kingdom.....			1	199	1	199
	Haiti.....			30	610	30	610
Cuban .....	do.....			2	32	2	32
	United States.....	21	28,669			21	28,669
German .....	British West Indies.....	20	27,860			20	27,860
	United States.....	25	47,280			25	47,280
	British West Indies.....	3	4,900			3	4,900
	Cuba.....	1	2,248			1	2,248
	Haiti.....	1	880			1	880
Norwegian .....	United States.....	46	48,527			46	48,527
	British West Indies.....	45	44,205			45	44,205
	Haiti.....	14	14,971			14	14,971
	Cuba.....	7	7,669			7	7,669
Dominican .....	United States.....			1	30	1	30
<b>Total .....</b>		<b>408</b>	<b>614,659</b>	<b>349</b>	<b>33,890</b>	<b>757</b>	<b>648,049</b>



*Navigation at the ports of the Bahamas for the year and three months ended March 31, 1902—Continued.*

## CLEARED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.
American .....	United States.....	97	130, 778	92	17, 834	189	148, 612
	Haiti .....			2	32	2	32
	Cuba .....	38	71, 494	2	418	40	71, 912
	Porto Rico.....	1	215			1	215
	Central America .....	1	1, 456			1	1, 456
British .....	Mexico .....	1	1, 744			1	1, 744
	United States.....	59	94, 877	112	10, 180	171	106, 057
	British West Indies.....	2	4, 600	68	1, 833	70	6, 433
	Haiti .....	12	22, 800	27	313	39	23, 113
	Central America .....	10	57, 302			10	57, 302
Haytien .....	Mexico .....	3	5, 513			3	5, 513
	Nova Scotia .....			4	623	4	623
	Cuba .....	1	1, 241	7	317	8	1, 558
	Haiti .....			28	598	28	598
	British West Indies.....			2	32	2	32
Cuban .....	Haiti .....	21	28, 669	2	32	23	28, 701
	United States.....	20	27, 360			20	27, 360
German .....	do .....	7	11, 378			7	11, 378
	British West Indies.....	2	5, 000			2	5, 000
Norwegian .....	Haiti .....	22	40, 530			22	40, 530
	United States.....	54	58, 054			54	58, 054
	British West Indies.....	3	1, 810			3	1, 810
Dominican .....	Haiti .....	51	52, 043			51	52, 043
	Cuba .....	2	1, 526			2	1, 526
	Haiti .....			1	30	1	30
Total .....		407	618, 389	347	32, 242	754	646, 631

## BARBADOS.

I give below trade returns for the last two years:

Description.	1901.	1900.
Imports .....	\$4, 904, 062. 80	\$5, 017, 209. 42
Exports .....	4, 560, 841. 78	4, 411, 253. 22
Imports from United States.....	1, 800, 380. 18	1, 715, 963. 26
Exports to the United States.....	2, 663, 157. 78	2, 405, 592. 30

The total imports for 1901 were \$113,146.62 less than in 1900. The total exports for 1901 were \$149,588.66 more than in 1900. The total imports from the United States in 1901 exceeded by \$84,416.92 those of 1900. The total exports to the United States in 1901 exceeded those of 1900 by \$257,565.48.

One thousand seven hundred and six puncheons of molasses, valued at \$32,755.20, and 47,775 hogsheads of sugar, valued at \$2,311,344, were exported to the United States in 1900, and in 1901, 5,706 puncheons of molasses, valued at \$85,590, and 60,971 hogsheads of sugar, valued at \$2,541,825. The prices obtained in 1901 were much less than those in 1900.

The imports from British North America amounted in 1901 to \$386,085.50, and in 1900 to \$373,647.44, or an increase of \$12,438.06. The exports to that country in 1901 were valued at \$651,673.84, and in 1900 at \$704,107.56, or a decrease of \$52,433.72.

The following table will show the exportation of sugar and molasses during the past year:

To—	Molasses.	Sugar.
Great Britain .....	\$1, 875. 00	\$99, 542. 40
United States .....	85, 590. 00	2, 541, 825. 00
Canada .....	601, 350. 00	48, 108. 20
Other West Indies and colonies.....	1, 830. 00	21, 615. 20
Total.....	690, 645. 00	2, 711, 085. 80

A comparative table of the imports from Canada for the years 1900 and 1901 would show a general increase. Fish, cheese, butter, flour, grain, corn meal, and lumber are the principal articles imported from that country.

The Pickford and Black steamers, from Halifax and St. Johns, call semimonthly at Bermuda and the West India islands, bringing nearly all goods imported here. The most notable exception is lumber, which arrives in sailing vessels.

A good deal of the dry sugar produced in Barbados is shipped to wholesale grocers in different parts of Canada, who find that many of their customers prefer it to refined sugar. There is no doubt that special efforts are being made to increase the trade between Canada and the West Indies, and it behooves our American manufacturers and merchants to look a little closer to their interests here, or our enterprising neighbor on the north will take much of their trade.

#### SUGAR.

The low prices of sugar and molasses during the year resulted in actual loss to the planters, estimated at \$2.37 upon every ton of sugar and 100 gallons of molasses produced. This loss, added to the heavy burdens already borne by the planters, has caused grave anxiety, and it is feared that some growers will be unable to repay money borrowed to cultivate their crops. The losses on the large yield of last year are disheartening, and from present indications, prices for 1902 will be even lower. Many planters fear that they will not escape bankruptcy.

The cost of manufacturing 1 ton of sugar and 100 gallons of molasses, the by-product (including the hogshead and the puncheon), is estimated at \$59.66. This estimate is based on the average production for ten years on 75 per cent of the sugar estates of the island. The selling price of a ton of sugar and 100 gallons of molasses (including the hogshead and puncheon) in 1901 averaged \$57.29, or \$2.37 less than the cost of production.

Unless help from some quarter comes very soon, many estates will probably be sold or abandoned. The Brussels sugar conference, it is hoped, will afford relief. Aid may also come from the Imperial Government, but unless this assistance shall be in the form of liberal grants direct to the planters, it will only postpone the evil day.

For several years past, strong appeals have been made to London to impose a countervailing duty on bounty-paid beet sugar imported into the United Kingdom. Such a duty, however, would probably be of little benefit to the local sugar industry, unless it should be prohibitive in character. Indeed, the only effective remedy for existing

conditions would appear to be a rise in the prices of sugar and molasses to figures that would insure a fair profit on these staples. Cane sugar and beet sugar are keen rivals for supremacy in the world's markets, and on the outcome of this struggle hangs the fate of the sugar industry in the West Indies.

#### ELECTRIC PLANT.

One of the greatest needs of this colony is an electric plant furnishing light and motive power. Under a liberal franchise, I have no doubt that an electric-trolley railway encircling the island, with cross sections at intervals and sidings to warehouses, would be a profitable investment. Cars could then bring sugar and molasses from the interior direct to the wharves, and the primitive methods of transportation that have been in vogue for centuries would be abandoned.

Several efforts have been made by enterprising persons to secure such a franchise, but the legislature does not seem disposed to grant it. When acts of incorporation have been considered, restrictions and regulations are insisted upon that would render the franchise worthless. But, sooner or later, electricity will surely be employed in Barbados for lighting and motive power—it is simply a question of time when the legislature will grant liberal franchises for this purpose.

#### MANUFACTORIES.

Barbados is an agricultural and mercantile country; it has only a few manufacturing establishments—the gas works, which furnish lighting to Bridgetown and immediate vicinity; the Barbados Ice Company; the James H. Inniss, Son & Co., who manufacture a very good red-top sulphur match, and the O. K. Oleomargarine Company. There are no other industrial enterprises on the island.

The combined daily output of the ice plants is 25 tons. About 500 tons are annually supplied to the shipping. The retail price for ice here is 1 cent a pound.

The match factory has an annual product of 3,000 gross. The maximum capacity of the plant is 15,600 gross. These matches, while very good, can not compete successfully with the Swedish safety matches imported through England. The Swedish product is retailed here at 6 cents a dozen boxes, each box containing about 50 matches. Few American matches are imported.

The oleomargarine company was organized last year by Mr. John R. Worman. The machinery and other material were imported from the United States. The prospects for the enterprise are considered good.

#### AMERICAN GOODS.

As will be seen in the following tables, most of the foodstuffs consumed here come from the United States, which should also send many other articles that are now imported from the United Kingdom. For instance, there is doubtless a market here for our boots and shoes, gentlemen's furnishing goods, hats, and notions. It is estimated that about 800 bicycles are in use in Barbados, and in this line, American patterns are preferred.

Other things being equal, local merchants would rather deal with Great Britain or her colonies than with any other country. Dealers

here are very conservative, but I have no doubt that, once convinced of the superiority of American products, they would not hesitate to buy them. Her system of long credits has a good deal to do with Great Britain's commercial success. I have always urged that our merchants and manufacturers send out intelligent representatives to study the methods of business prevailing here. Circulars and pamphlets are of very little use, and are usually consigned to the wastebasket. Letters of inquiry addressed to consuls always receive attention from those officials, but the latter can hardly be expected to be thoroughly posted on details of trade, such as the financial standing of merchants and their respective methods of doing business.

I believe that, with improved financial conditions, there is a good field here for American products, but good canvassers, with samples, are necessary to develop it.

#### DOCKING FACILITIES.

A screw-lifting dock for vessels has been built here. Its dimensions are: Length, 240 feet; breadth, 46 feet; depth, 15 feet; tonnage, 1,000 tons. It is to be greatly regretted that in such an important seaport as Barbados, there are no facilities for docking large vessels. The nearest dock of this kind is at Fort de France, Martinique. Steamers and war vessels of all sizes are constantly calling here, and many of them would no doubt avail themselves of good docking facilities were the latter offered.

#### TRADE RELATIONS.

The value of a pound sterling here for several years has been \$4.80; and the reductions from English to American money in the following tables are made at that rate:

#### *Revenue and expenditure.*

Revenue.....	\$863,869.53
Expenditure.....	841,682.21

#### *Shipping.*

Nationality of vessels.	Number.	Tonnage.	Nationality of vessels.	Number.	Tonnage.
British .....	1,172	865,434	Belgian .....	11	25,024
American .....	86	51,155	Dutch .....	23	1,923
German .....	49	62,572	Brazilian .....	4	967
French .....	23	2,746	Argentinian .....	1	600
Italian .....	44	30,901	Portuguese .....	4	2,350
Austrian .....	5	2,108	Venezuelan .....	11	1,302
Russian .....	12	5,144	Spanish .....	1	98
Danish .....	10	2,650			
Swedish .....	6	2,018	Total .....	1,558	1,122,615
Norwegian .....	98	65,638			

#### *Tonnage and harbor dues.*

Harbor master's fee .....	\$1.00
Tonnage dues, per net registered ton, according to the weight of cargo landed or taken on board .....	.24
Vessels under 75 tons pay tonnage dues only once a year on the net registered tonnage.	

*Harbor police and other fees.*

Anchorage fee.....	\$2.00
Vessels not exceeding 100 tons on loading or unloading .....	2.00
Vessels exceeding 100 tons and not exceeding 200 tons .....	2.50
Vessels exceeding 200 tons and not exceeding 300 tons .....	3.00
Vessels exceeding 300 tons .....	4.00
Vessels under 75 tons are liable only once each half-year.	
Bill of health .....	.96
Certificate on clearing .....	2.00
Bond fee.....	3.00
Molehead dues, if vessel enters the Molehead:	
For groundage, per day per ton .....	.01
While careening, per day per ton .....	.03
While loading or unloading, per day per ton .....	.02½
For the supervision of disinfection of a vessel or of anything in a vessel (except mails, documents, papers, or letters), no matter how often such disinfection may be necessary .....	14.40
For affording medical advice and assistance to any of the officers, passengers, or crew of a vessel for each visit and each person visited .....	1.68

*Inspection of imported animals.*

Horses, asses, ponies, or cattle of any kind, each .....	\$0.24
Sheep, goats, or swine, each .....	.12

*Customs tariff schedule.*

TABLE A—SPECIFIC DUTIES.

Arrowroot and all other starches, per 100 pounds.....	\$0.60
Asses, each .....	1.20
Bran and pollard, per 100 pounds .....	.15
Bread, pilot and navy, and crackers, per 100 pounds .....	.24
Bricks, per 1,000 .....	1.20
Butter, per 100 pounds .....	2.00
Oleomargarine, margarine, and their compounds, per 100 pounds .....	1.00
Candles, other than tallow, per 100 pounds .....	2.00
Candles, tallow, per 100 pounds .....	1.00
Cement, per barrel .....	.30
Cheese, per 100 pounds .....	2.00
Coal and coke, per ton .....	.60
Cocoa, per 100 pounds .....	1.00
Coffee, per 100 pounds .....	1.50
Cordage (except twines), per 100 pounds .....	.72
Corn, maize, barley, and wheat, unground, per 100 pounds .....	.12
Firearms, each .....	2.40
Fish:	
Dried, salted, or smoked, per 112 pounds .....	.36
Pickled, other than trout or salmon, per barrel .....	.30
Pickled, trout or salmon, per barrel .....	1.00
Flour, wheat or rye, per barrel of 196 pounds .....	1.00
Grain (including beans or peas) not already specified, per 100 pounds .....	.18
Indian meal, or other kinds, per barrel of 196 pounds .....	.30
Hay, per 100 pounds .....	.06
Horses, under 14 hands high, each .....	2.40
Horses, all others, each .....	9.60
Lard and its compounds or substitutes, per 100 pounds .....	1.00
Liquors:	
Malt liquor, cider, and perry in wood, per cask of 64 gallons .....	4.50
Malt liquor, cider, and perry in bottles, reputed quarts, per dozen .....	.30
Spirits and cordials, except rum and perfumed spirits to be used as per- fumery only, per gallon .....	2.40
Gin, for every gallon below or equal to proof by Sykes's hydrometer .....	1.20
Gin, for every higher degree of proof in proportion, per gallon .....	1.20
Rum, for every gallon below or equal to proof by Sykes's hydrometer .....	1.20
Rum, for every higher degree of proof, in proportion, per gallon .....	1.20
Wine, sparkling, per gallon .....	1.20
Wine, all other kinds, per gallon .....	.48

Manures and fertilizers, other than the raw manure of horses, mules, sheep, and cattle, per ton .....	\$1.00
Manure, raw, of horses, mules, sheep, and cattle, per ton .....	1.08
Matches, per gross of 12 dozen boxes, each box to contain not exceeding 100 sticks (boxes containing any greater or less quantity to be charged in proportion) .....	.36
Meat, salted or cured, per 100 pounds .....	1.00
Metals, new:	
Composition nails, bolts, bars, rods, spikes, and rivets, per 100 pounds .....	1.00
Copper in sheets, rods, bars, bolts, spikes, nails, and rivets, per 100 pounds .....	1.00
Iron hoops, bars, and rods, per 100 pounds .....	.08
Iron nails, spikes, rivets, and clinches, per 100 pounds .....	.24
Lead, sheet and pipe, per 100 pounds .....	.24
Yellow metal, in sheets, per 100 pounds .....	1.00
Metals, old: Copper, brass, and pewter, per 100 pounds .....	.48
Molasses, per gallon .....	.02
Mules:	
Of the value of \$60 and upward .....	7.20
Under the value of \$60 .....	4.80
Oats, per 100 pounds .....	.15
Oil, kerosene, per gallon .....	.08
Oil meal and oil cake, per 100 pounds .....	.15
Opium, extract of opium, cannabis indica, and its extracts and preparations, including bhang, gange, charas, and majoon, per 100 pounds .....	3.60
Oxen, bulls, and cows, each .....	1.20
Rice, per 100 pounds .....	.24
Salt, per ton .....	1.44
Sheep and goats, each .....	.36
Soap, per 100 pounds .....	.36
Swine, except sucking pigs, each .....	.36
Sugar, per 100 pounds .....	2.40
Tallow, per 100 pounds .....	.48
Tea, per pound .....	.06
Tobacco—cigars, cheroots, and cigarettes, per pound .....	1.20
Snuff, per pound .....	.36
Other manufactured tobacco, per pound .....	.36
Other manufactured tobacco, if in outer packages of less than 80 pounds net weight each, per pound .....	.48
Leaf, per pound .....	.24
Leaf, if in outer packages of less than 50 pounds weight each, per pound .....	.36
Wood:	
Hemlock, birch, beech, white pine, pitch pine, and spruce, superficial measurement of 1 inch thickness, per 1,000 feet .....	1.20
Hoops, whether coiled or straight, per 200 pieces .....	1.44
All other kinds, except in naves, felloes, spokes, and unsquared posts, per 100 cubic feet .....	2.00
Shingles of all descriptions, per 1,000 .....	.36
Staves, white and red oak, whether loose or made up in bundles or shooks, per 1,200 pieces .....	1.44
Oxbows, per dozen .....	.12
Truss hoops, per set of 9 .....	.30

Ad valorem duties: All other articles not in this table particularly enumerated, or in Table B particularly exempted, pay 10 per cent ad valorem.

#### TABLE B.—EXEMPTIONS FROM DUTY.

All articles for the use of the governor of the island.

All articles and things whatsoever imported or purchased out of bond by the local government for the police or for public institutions.

All articles specially imported for the use or decoration or building or repairing of any place of worship, and not imported for sale, on the certificate to that effect of the officiating minister.

All articles and things of every description imported by any naval officer on full pay in His Majesty's service for his use and accommodation, on the certificate to that effect of the officer so importing.

The governor, purchasing any articles whatsoever, shall be entitled to have the duty refunded to him out of the public treasury on the warrant of the governor in executive committee, on the certificates that he is entitled to the refund.

Where horses are purchased by the governor direct from the importer within six months after the date of import, the duty shall be allowed him on the warrant of the governor in executive committee on the certificate that he is entitled to the refund.

All articles and things of every description imported as general, military, or naval stores for the use of His Majesty's military and naval forces.

All bona fide supplies sent for the use of any consular or other officer by his government, if the governor in executive committee on proof that such government accords to British consular or other such officers within its territory similar treatment, thinks fit, as matter of courtesy, to exempt such supplies from customs duties, provided always that such officer before receiving such supplies free of duty, shall make a declaration before the comptroller that such supplies are sent by his government for his official use; and provided also that any such exemption shall not exempt such officer from customs duties generally.

Asphalt.

Belting for machinery.

Blubber and heads and offals of fish.

Bones, horns, and dried blood.

Books, bound and unbound, almanacs, cards (other than playing cards), papers and printed matter intended for advertisements, pamphlets, newspapers, and printed matter in all languages, forms and papers (whether printed or manuscript), maps, charts, school globes, engravings, music, pictures, statues and other works of art; provided always, that the importation of books shall be subject to the provisions of copyright laws.

Bottles of glass or stoneware.

Calves, sucking.

Cassareep.

Cocoanuts.

Coin and bullion.

Cotton wool.

Eggs.

Foals.

Fresh fish and turtle.

Fresh fruit and vegetables.

Fuel—wood and charcoal.

Gravel, sand, soil, earth, and peat.

Green ginger.

Gunpowder, gun cotton, dynamite, nitroglycerin, and other explosive matter whatsoever.

Hoe sticks.

Horses brought into the island by equestrian companies; provided the same are taken away by them on leaving; and race horses on every occasion after the first importation thereof, provided no drawback had been claimed thereon on exportation.

Hulls, boats, masts, spars, apparel, tackle and furniture of vessels condemned by survey, and on which tonnage duty shall have been paid.

Ice.

Kids and sucking lambs.

Leeches.

Lemon and lime juice.

Lime, building and temper.

Limestone.

Live and dead stock, not enumerated in Table A.

Logwood.

Machinery and apparatus imported for the purpose of manufacturing bricks, tiles, cements, pipes, and other articles of the like nature, and for renewing the same as it shall from time to time become worn and worthless.

Machinery for use in the reaping or manufacture of sugar, or manufacture of rum.

Machinery and apparatus for use in the construction and establishment of ice factories and for the manufacture of ice.

Machinery and apparatus for the purpose of boring for oil or petroleum or for mining asphalt (commonly called manjak) or other minerals.

Machinery and apparatus imported for the purpose of refining oil or petroleum or manufacturing any article of commerce from oil obtained in this colony or for manufacturing fuel from manjak.

Machinery and apparatus for use in the manufacture of matches.

Machinery and apparatus imported for the purpose of manufacturing tobacco or cocoa.

Metals—old iron and old lead.

Packages in which goods are imported, except new trunks, vats, hogheads, and puncheons.

Paper for printing, writing, and wrapping paper.  
 Passengers' luggage containing apparel and articles of personal use, and professional apparatus.  
 Patterns and samples of no intrinsic value.  
 Personal effects of individuals belonging to this island dying abroad.  
 Printing presses, printing ink, and type.  
 Puzzolana.  
 Rags.  
 Rawhides and skins.  
 Sawdust.  
 Specimens illustrative of natural history.  
 Seeds, bulbe, and roots, and cuttings of plants or shrubs of all kinds.  
 Straw.  
 Tablets and tombstones and all the appurtenances thereto imported especially for immediate erection and not for sale, on certificate of the person for whom imported.  
 Tar, pitch, and resin.  
 Turtle and tortoise shell.  
 The customs tariff act, 1899, and the several acts amending it, are not to be deemed to be repealed by this act, but are suspended during the operation of this act, and will again come into operation as and when the convention, now under consideration, for reciprocal trade relations between the United States of America and Barbados shall come into operation. When the said convention shall come into operation, this act will be repealed. Subject as aforesaid, this act went into operation on the 1st day of April, 1901, and continues in force.

## COMMERCE WITH THE UNITED STATES.

*Imports for the year 1901.*

Articles.	Quantity.	Value.
Aerated and mineral waters.....		\$15. 12
Animals, living:		
Sheep.....	number.. 660	6,336. 00
Horses.....	do..... 74	8,880. 00
Mules.....	do..... 19	2,062. 00
Arms, muskets, rifles, etc.....	do..... 10	288. 00
Arrowroot and other starches.....	pounds.. 8,706	183. 42
Asphalt.....		8. 80
Bacon and hams.....	pounds.. 123,633	12,363. 30
Beef, salted or pickled.....	do..... 948,590	50,915. 40
Books, printed.....		1,196. 42
Bottles of glass or stoneware.....		67. 16
Bran and pollard.....	pounds.. 3,088,737	32,818. 36
Bread—pilot, navy, and crackers.....	do..... 3,842,365	119,881. 78
Butter.....	do..... 56,947	13,667. 28
Oleomargarine, margarin, and compounds of.....	do..... 504,155	50,415. 50
Candles:		
Tallow.....	do..... 13,640	818. 40
Sperm.....	do..... 565	56. 50
Caoutchouc, manufactures of.....		630. 28
Carriages and carts.....		7,377. 14
Cement.....	barrels.. 150	282. 00
Cheese.....	pounds.. 26,398	3,969. 70
China or porcelain and earthenware.....		508. 50
Clocks and watches.....		896. 08
Coal and coke.....	tons.. 10,064½	70,189. 50
Cocoa, prepared.....		2,637. 42
Coffee.....	pounds.. 94,760	11,371. 20
Confectionery.....		762. 20
Cordage (except twines).....	pounds.. 60,475	3,797. 82
Corn or maize, barley, or wheat, unground.....	do..... 5,580,635	59,730. 86
Corn meal.....	barrels.. 48,465	122,182. 82
Cotton wool.....		4. 22
Cotton, linen, silk, and woolen manufactures.....		11,413. 62
Cycles, and parts thereof.....		6,126. 20
Drugs and chemicals.....		16,079. 54
Dyestuffs.....		3. 72
Eggs.....		6. 00
Electrical apparatus.....		240. 66
Extracts, essences, etc.....		807. 94
Farinaceous substances, and manufactures thereof, unenumerated.....		4,563. 76



*Imports for the year 1901—Continued.*

Articles.	Quantity.	Value.
<b>Fish:</b>		
Dried, salted, or smoked .....	quintals.. 15,060 1/2	\$68,632.08
Pickled trout or salmon .....	barrels.. 324 1/2	2,336.40
Pickled other than above .....	do.. 697 1/2	2,511.00
Cured, tinned, or canned .....	barrels.. 62,177 1/2	8,914.82
Flour, wheat or rye .....	barrels.. 62,177 1/2	276,066.14
<b>Fruit and vegetables:</b>		
Fresh .....		1,443.46
Preserved or dry .....		9,073.86
Glass manufactures, unenumerated .....		2,881.10
Grain, unenumerated .....	pounds.. 2,966,228	56,961.48
<b>Gunpowder:</b>		
Blasting .....	do.. 67	8.04
Other .....	do.. 2	.82
Hardware and cutlery, unenumerated .....		43,510.40
Hats and bonnets .....		63.24
Hay .....	pounds.. 166,718	1,400.42
Hops .....		6.06
Iron hoops, bars, and rods .....	pounds.. 24,912	388.62
Iron nails, spikes, rivets, and clinches .....	do.. 263,964	12,670.26
Lard and its compounds .....	do.. 825,873	22,776.10
Lead, pipe and sheet .....	do.. 42	2.28
<b>Leather:</b>		
Dressed or undressed .....		3,196.34
Boots and shoes .....		7,441.10
Manufactures unenumerated .....		1,044.00
<b>Lime:</b>		
Temper .....		1,327.80
Building .....		16.44
<b>Liquors:</b>		
Malt, cider, and perry in wood .....	hogsheads.. 15	216.00
Malt in bottles .....	doz. quarts.. 970	1,687.80
<b>Spirits:</b>		
Brandy, whisky, liqueurs, and cordials .....	gallons.. 664 1/2	1,285.90
Gin .....	do.. 171 1/2	82.50
Spirits used by druggists .....	do.. 411 1/2	562.20
Wine in wood .....	do.. 462	325.44
Wine in bottles, sparkling .....	do.. 2 1/2	14.16
Wine in bottles, other kinds .....	do.. 22 1/2	40.94
<b>Machinery for—</b>		
Boring for petroleum or manjak .....		2,911.54
Railway company .....		1,219.70
Manufacture of sugar or rum .....		1,914.56
Manufacture of ice .....		11,006.02
Manufacture of tobacco or cocoa .....		1,466.20
<b>Manures and fertilizers:</b>		
Nitrate of soda .....	tons.. 23 1/2	1,450.80
Unenumerated .....	do.. 39	1,029.69
Bones, horns, and dried blood .....		1,214.20
<b>Matches.</b>		
Meal, unenumerated .....	gross.. 26	12.00
Meat, preserved, unenumerated .....	pounds.. 13,596	407.88
Milk, condensed .....		5,638.36
Musical instruments .....		2,125.56
Oats .....	pounds.. 4,961,267	667.10
Oil, cotton-seed .....		77,396.76
Oil, unenumerated .....		45,913.34
Oil meal and oil cake .....	pounds.. 5,127,183	10,200.92
Paints and varnishes .....		73,890.70
<b>Paper:</b>		
Printing, writing, and wrapping .....		2,353.84
Unenumerated .....		14,562.33
<b>Perfumery</b> .....		267.22
<b>Petroleum</b> .....	gallons.. 397,826	2,900.94
<b>Pitch</b> .....		39,782.60
Plants, shrubs, seeds, for propagation .....		80.96
Plated and gilt ware and jewelry .....		318.54
Pork, salted or pickled .....	pounds.. 1,274,626	973.92
Poultry and game, alive or dead .....		89,223.82
Printing presses, types, etc .....		31.20
Prints, engravings, photographs, and works of art .....		3.48
Resin .....		24.86
Rice .....	pounds.. 12,980	12.22
Salt .....	tons.. 119 1/2	842.68
Seeds, unenumerated (not for propagation) .....		850.80
Soap .....	pounds.. 453,469	18.98
Stationery, unenumerated .....		15,871.40
Stones, marble and slate .....		812.08
Sugar, refined .....	pounds.. 14,976	85.02
Tablets and tombstones .....		896.56
Tallow .....	pounds.. 81,727	213.72
Tar .....		2,379.52
Tea .....	pounds.. 37	620.82
		11.10

*Imports for the year 1901—Continued.*

Articles.	Quantity.	Value.
<b>Tobacco:</b>		
Cigars, cheroots, and cigarettes .....	pounds.. 797	\$2,496.82
Manufactured .....	pounds.. 81,755	6,851.00
Leaf .....	do... 81,220	6,497.60
Snuff .....	do... 2,691	538.28
<b>Toys</b> .....		250.08
<b>Turpentine</b> .....		1,020.84
<b>Vinegar</b> .....		98.56
<b>Wax</b> .....		14.92
<b>Wood:</b>		
Hemlock, birch, beech, white pine, and spruce .....	feet.. 247,764	4,162.44
Pitch pine .....	do... 1,285,636	33,940.80
Shingles .....	number.. 1,272,000	8,510.72
Staves .....	do... 3,296,700	164,835.00
Oxbows .....	dozen.. 27	98.96
Truss hoops .....	sets.. 45½	409.80
Spars, sweeps, oars .....		850.64
Hardwood .....	cubic feet.. 240	115.20
Unenumerated .....		100.80
Joiners and cabinetwork .....		4,301.82
Goods, manufactured, and not otherwise enumerated in this import list .....		8,409.36
<b>Total imports from United States</b> .....		1,800,380.18

*Exports for the year 1901.*

Articles.	Quantity.	Value.
<b>Art. works of</b> .....		\$93.10
<b>Books, printed</b> .....		3.60
<b>Cacouebouc, manufactures</b> .....		486.60
<b>Chemical manufactures and products</b> .....		274.26
<b>China or porcelain and earthenware</b> .....		9.12
<b>Copper and brass, old</b> .....	pounds.. 13,168	1,316.80
<b>Cotton, manufactures</b> .....		124.00
<b>Cycles, and parts thereof</b> .....		16.80
<b>Farinaceous substances</b> .....		6.36
<b>Feathers, ornamental</b> .....		1.92
<b>Fruit and vegetables, fresh</b> .....		89.46
<b>Glass, manufactures</b> .....		1.92
<b>Hardware</b> .....		14.60
<b>Hides, raw</b> .....		650.40
<b>Iron, old</b> .....		64.52
<b>Limestone</b> .....		28.80
<b>Manjak (pitch)</b> .....	tons.. 672½	29,064.96
<b>Metal, yellow, in sheets</b> .....	pounds.. 10,080	2,016.00
<b>Molasses</b> .....	puncheons.. 5,706	85,590.00
<b>Oil meal and oil cake</b> .....	pounds.. 62,500	1,050.00
<b>Plants, shrubs, and seeds</b> .....		14.20
<b>Plated and gilt ware</b> .....		24.20
<b>Shells</b> .....		1.68
<b>Sugar:</b>		
Muscovado .....	hogsheads.. 57,215	2,334,498.80
Dry .....	do... 8,756	207,831.20
<b>Tar</b> .....		12.00
<b>Toys</b> .....		8.84
<b>Watches, and parts thereof</b> .....		245.78
<b>Wood, joiners and cabinetwork</b> .....		100.00
<b>Goods, manufactured, and not otherwise included in this export list</b> .....		77.86
<b>Total</b> .....		2,668,157.78

*Commerce with British North America.*

## IMPORTS.

Articles.	1901.		1900.	
	Quantity.	Value.	Quantity.	Value.
<b>Animals:</b>				
Sheep.....number.....			10	996.00
Horses, under 14 hands.....do.....	2	\$97.20	1	33.60
Horses, over 14 hands.....do.....	30	3,000.00	21	2,520.00
Cattle.....do.....	2	100.80	6	902.40
Bacon and hams.....pounds..	1,110	111.00	428	60.48
Beef, salted or pickled.....do.....	5,190	311.40	9,279	556.80
Butter.....do.....	25,587	6,140.88	26,785	6,429.20
Cheese.....do.....	23,968	3,585.20	20,398	3,057.60
Coal.....tons.....	320	2,227.20	400	2,784.00
Cordage, except twines.....pounds..	18,535	1,164.00		
Cotton, linen, silk, and woolen manufactures.....		2,886.36		843.28
Cycles and parts thereof.....		48.44		13.92
Drugs and chemicals.....		852.60		1,105.10
Farinaceous substances, unenumerated.....		277.44		
<b>Fish:</b>				
Dried, salted, and cured.....quintals..	38,654	176,265.02	35,899	163,699.44
Pickled, trout or salmon.....barrels..	564	4,062.96	234	1,684.80
Pickled other than above.....do.....	1,751	6,905.40	1,836	8,816.40
Canned or tinned.....		168.50		90.74
Flour (wheat or rye).....barrels..	4,180	18,559.20	2,805	12,415.80
Fruit and vegetables, fresh.....		19,447.78		12,597.40
Grain, unenumerated.....pounds..	35,070	673.34	10,380	198.32
Hardware and cutlery.....		702.76		550.84
Hay.....pounds..	194,580	1,634.48	708,880	5,912.60
Machinery for boring for manjak.....		220.80		216.60
Manures—sulphate of ammonia.....tons..			10	576.00
Meats, preserved, unenumerated.....		506.74		252.00
Milk, condensed.....		66.24		139.48
Oats.....pounds..	881,568	12,972.46	320,498	4,399.73
Oil, unenumerated.....		690.42		501.82
Paints and varnishes.....		3,891.76		1,078.12
Pork, salted or pickled.....pounds..	77,214	5,404.98	107,915	7,584.02
Soap.....do.....	15	9.64	36,100	1,261.54
Stationery, unenumerated.....		48.16		11.22
Tea.....pounds..	3,804	991.34	3,105	981.60
<b>Tobacco:</b>				
Cigars, cheroots and cigarettes.....do.....	315	984.74		
Manufactured.....do.....	144	28.80		
<b>Wood:</b>				
Hemlock, birch, beech, white pine, and spruce...feet..	4,829,071	81,128.38	3,717,251	62,449.80
Pitch pine.....do.....			849,253	8,020.28
Hoops, coiled or straight.....pieces..	32,400	648.00	30,916	618.32
Shingles.....number.....	7,063,600	19,560.74	6,533,700	18,033.00
Staves.....pieces..	1,350	67.50	589,300	26,998.60
Spars, sweeps, oars.....		2,169.54		375.12
Wood unenumerated.....		80.08		594.80
Joiners' and cabinet work.....		975.56		26.40
Goods manufactured and not otherwise enumerated in this import list.....		4,202.88		228.12

## EXPORTS.

Fruit and vegetables, fresh.....		580.80		796.30
Hides, raw.....		580.40		1,576.00
Iron, old.....		752.64		
Manjak.....tons.....			2	52.80
Molasses.....puncheons..	40,080	601,850.00	34,919	670,444.80
Sugar, dry.....hogsheads..	17	988.40	5	288.00
Sugar, muscovado.....do.....	1,156	47,164.80	684	30,482.00
Tamarinds.....				244.40

SAMUEL A. MACALLISTER, *Consul.*BARBADOS, *September 6, 1902.*

**TRADE IN 1902.**

It is impracticable to get exact official figures of the imports and exports from January 1 to June 30, 1902, but the following statement is approximately correct:

Estimated total imports.....	\$2,280,308.22
Estimated total exports.....	1,287,925.46

The product of sugar and molasses for 1902 falls much below that of 1901. The nearest estimate is 48,000 tons of sugar, against 65,044 tons in 1901, and 43,000 puncheons of molasses, as against 46,043 puncheons in 1901. The very low prices of these staples caused great loss to the planters.

**TRADE NOTES.**

There has been no complaint that American goods are not properly packed and marked. There is no regulation requiring goods to be marked so as to show place or country of their origin or manufacture. There are no discriminating regulations affecting American vessels or merchandise. Longer credits are given by British merchants than by those of the United States, and that fact enters largely into trade conditions. In the matter of textiles, there are probably a few articles that can be purchased from Great Britain more cheaply, but it must be admitted that it is the long usage and tradition that have caused the merchants here to deal largely with the "mother country." I believe that American boots and shoes, clothing, hats, millinery goods, notions, gentlemen's furnishing goods, soap, matches, tobacco, cigars, leather, tools, and many other articles could be sold here, if care were taken in selecting styles, colors, and quality. In order to gain trade, intelligent, affable, and well-trained agents should be sent, with full supplies of samples for exhibition and trial. They should acquaint themselves with prices, freights, and terms, so as to be prepared to demonstrate that their goods are better and cheaper than can be had elsewhere. National preferences and prejudices must be politely considered. If an agent can do this, he can sell goods.

There have been no changes worth noting in currency values. The pound sterling has been valued at \$4.80 for several years past. Bills of exchange, payable in American gold at New York, vary from 1½ per cent premium or discount, according to the state of the money market.

**CABLE AND OTHER COMMUNICATION.**

There is a good telephone service throughout the island. There have been no extensions of cable or telegraph lines. The cable of the West India and Panama Telegraph Company, connecting Barbados with the rest of the world, was broken between St. Vincent and St. Lucia on May 7, on the occasion of the volcanic eruption on St. Vincent, and has not yet (September 10) been put in working order. As a consequence, cable messages must be sent by vessels between St. Lucia and St. Vincent, causing a delay of one or two days. Efforts are now being made to repair the line. No new mode of transportation has been provided during the past five years. The transport of freight

and passengers to the United States is effected principally by steamers, though many sailing vessels are employed. The time of steamers from Barbados to New York direct varies from six to eight days. The distance is not quite 2,000 miles.

#### COMMERCIAL TRAVELERS.

There are no special regulations regarding commercial travelers, and they are not required to pay license fees. They are permitted to exhibit their samples, in or out of bond, under limitations which are not onerous in their nature.

#### LOCAL TRANSPORTATION.

The Bridgetown and St. Andrews Railway crosses the island from the town of Bridgetown to a point near the east coast, and thence runs by the coast to St. Andrew, near the northeastern end of the island. Two trains run daily each way, carrying both passengers and freight. Tramway cars, drawn by mules, furnish transportation for passengers within Bridgetown and westerly for a distance of over 2 miles. The cars leave each terminus every half hour from 6 a. m. to 10 p. m. The fare is from 2 to 6 cents, according to distance.

A fleet of schooners runs daily each way from Bridgetown to Speightstown, furnishing coast transportation for both passengers and produce. Carriages and omnibuses run to other parts. For other inland transportation for sugar, molasses, etc., the old slow means are still in vogue, consisting of heavy, unwieldy 4-wheeled vehicles, drawn by 6 mules or oxen. These vehicles will carry 2 hogsheads of sugar or 3 or 4 puncheons of molasses.

The local shipping consists of several excellent seagoing schooners and sloops, trading between Barbados, British, Dutch, and French Guiana, and the neighboring islands. Two new schooners of this class were built during the present year.

#### HEALTH AND OTHER REGULATIONS.

Barbados has always had an excellent health record. Until the introduction of smallpox this year, there has been no epidemic here for many years. This is due largely to its location. While only 13° north of the equator, it lies in the "very teeth" of the trade winds, which blow regularly and with much force during ten months in the year. The topography of the island is a gradual slope from north to south, and a succession of terraces from west to east, giving the trade winds unobstructed access to all parts of the country, thus cooling and tempering the effect of the fierce rays of the tropical sun. There are no extensive marshes or lowlands to breed malaria, and the island being principally of coral formation, contagious or infectious diseases never originate here. A strict quarantine against infected ports is imposed. It is usual for people of the neighboring islands and countries to seek health and rest here during the hottest months. Many tourists, both American and British, make it an object to visit Barbados during the winter months. There are a number of hotels for the accommodation of visitors.

Visitors here receive polite treatment from the customs officers. Persons landing must have £5 (\$24.33), and penalties are imposed on captains who permit the landing of persons without that amount of money. Manifests of cargoes, including ship's stores, must be produced if demanded. Masters of vessels must report desertions of seamen within twenty-four hours or pay a fine for such neglect.

While there are no wharves or docks for large vessels drawing over 14 feet of water, the facilities for loading and discharging cargo are excellent. The lighterage in vogue here is well adapted to quick work, and is probably as good as can be found in any seaport. Vessels drawing not over 14 feet of water can come to the wharves in Constitution River. An excellent stone and cement pier extends into the sea from the mouth of the river, forming a good entrance and an efficient break-water. There is anchorage room in Carlisle Bay for several hundreds of vessels. This port has always been a favorite resort for men-of-war cruising in these latitudes in the winter months.

#### STEAMSHIP SERVICE.

Barbados is the most important commercial seaport in the West Indies. It is in the course of all vessels bound to ports in the Caribbean Sea, Gulf of Mexico, and the United States, from the Pacific, South America, or Africa, and is the most convenient port for ships seeking charters, needing supplies, or wishing to communicate. From 1,400 to 2,500 vessels enter and clear annually, the number varying according to trade conditions. More American vessels call annually at Barbados than at any other foreign seaport, one or two possibly excepted. This will be verified by reference to the various reports of the Auditor for the State and other Departments.

Barbados is the port of connection between the trans-Atlantic and intercolonial steamers of the Royal Mail Steam Packet Company. A steamer leaves Southampton, England, every alternate Wednesday, arriving at Barbados on alternate Mondays, to meet the intercolonial steamers arriving at Barbados on the previous Saturdays. This steamer leaves Barbados on the Monday of its arrival, and proceeds to Jacmel, Haiti, Jamaica, Colon, Savanilla, Cartagena, and Limon, returning by the same route to Barbados, and goes on direct to Southampton on the Saturday of its arrival.

The three intercolonial steamers run as follows: One from Barbados to Demerara and Surinam, returning by same ports; one to St. Vincent, Grenada, and Trinidad, returning by the same ports, and the other from Barbados to St. Lucia, Martinique, Dominica, Montserrat, Antigua, Nevis, St. Kitts, and the other northern islands, returning by the same to Barbados. Delays very seldom occur. There are four general cargo steamers of the Royal Mail Steam Packet Company bringing merchandise from Great Britain to West Indian ports and to the Guianas.

Besides the ships of the Royal Mail Steam Packet Company, the following lines of steamers call at this port:

*London Direct Line.*—(Stratton's Sons & Co.) A steamer leaves London (calling at Dartmouth), every two weeks for Barbados, and proceeds to Trinidad, Grenada, St. Vincent, St. Lucia, Dominica, Antigua, and St. Kitts.

*Glasgow Direct Line.*—A steamer leaves Glasgow every month for Barbados, Trinidad, and Demerara.

*Liverpool Direct Line.*—(Harrison's.) This line, in conjunction with the West Indian and Pacific Line, dispatches a steamer every ten days from Liverpool for Barbados, Trinidad, La Guaira, Puerto Cabello, Curaçao, Cartagena, Colon, and New Orleans or Galveston, returning direct to Liverpool.

*West Indian and Pacific Line.*—This line, in conjunction with the Harrison Line, dispatches a steamer every ten days for Barbados, thence by the ports last named to Galveston or New Orleans, and thence back direct to Liverpool.

*Pickford and Black Line.*—The steamers of this line are scheduled to sail from Halifax, Nova Scotia, on the 15th of each month for Bermuda, Turks Island, and Jamaica, and every four weeks from St. Johns, New Brunswick, for Bermuda, Dominica, Martinique, St. Lucia, Barbados, Trinidad, St. Croix, St. Kitts, Antigua, and Demerara, returning by the same ports to St. Johns, New Brunswick.

*Quebec Line of steamers.*—There are 4 steamers on this line, running regularly from Pier 47, New York, for all of the West Indian Islands and Demerara, returning to New York by the same ports. In the tourist season, they make special excursions and are largely patronized.

*Booth & Co. and Red Cross Line.*—Steamers of this line run regularly from New York to Para, Brazil, calling at Barbados each way.

*Sloman Line.*—Steamers of this line run regularly between New York and ports in Brazil, calling at Barbados going and returning.

*Lamport and Holt Line.*—These steamers run from New York to Brazil, stopping at Barbados on their return for mails and passengers.

The trade of this island with New York is carried on principally by the steamers of the Quebec, Booth & Co., Limited, and Red Cross lines. Passengers patronize all lines running to New York. Steamers of the Prince and other lines frequently call here for cargoes. The steamers of L. W. & P. Armstrong bring cargoes here and take sugar back to New York.

#### ECONOMIC: SUGAR INDUSTRY.

The first six months of the year 1902 marked a period of great depression in Barbados. The financial condition has been acute. The low prices of sugar and molasses during 1901 and the much lower prices prevailing for the year 1902 caused serious apprehensions. It appeared certain that many of the sugar estates would be abandoned, because the owners could not give satisfactory security for the loans of money absolutely necessary for the cultivation of the crops for the year 1903. The results of the action of the Brussels conference were too remote and uncertain to be of immediate benefit. Loans similar to those made in previous years under the provisions of the agricultural aid act were not favorably considered by money lenders. The legislature adopted a resolution extending for six months the time for the ratification of the reciprocity convention between the United States and Barbados, and this in some degree relieved the tension. The failure of the United States Senate to ratify the convention has caused keen disappointment, and the time will doubtless be again extended.

During the months of April and May, smallpox in a mild form broke

out, originating in a case coming here from Halifax, escaping the detection of the quarantine officers. There were but 17 cases and 1 death during that outbreak, which was soon suppressed; but all of the near-by ports quarantined Barbados, seriously damaging trade and increasing the general depression and anxiety. Bankruptcy, general poverty, and suffering seemed imminent, and fear was felt as to results among the laboring poor. Without money, the estates could not be cultivated, and that fact alone indicated danger. To more clearly illustrate the conditions, I submit the following table, carefully prepared at my request by Mr. John R. Bovell, superintendent of the Botanical Garden and secretary of the Agricultural Society of Barbados, an experienced, reliable agricultural statistician:

*Memorandum of the sugar and molasses crops of the island of Barbados for the twenty-one years from 1882 to 1902, inclusive.*

Year.	Average price at which sugar sold, per 100 pounds.	Average price at which molasses sold, per gallon.	Value of 1 ton of sugar and 100 gallons of molasses.	Cost of producing 1 ton of sugar and 100 gallons of molasses.	Gain per ton of sugar and 100 gallons of molasses.	Loss per ton of sugar and 100 gallons of molasses.
1882	\$3.80	\$0.25½	\$119.38	\$67.20	\$52.13	.....
1883	3.75	.23	115.71	67.20	48.51	.....
1884	2.65	.14½	80.38	67.20	13.13	.....
1885	2.80	.10½	70.73	62.40	8.33	.....
1886	2.00	.12½	66.01	62.40	3.61	.....
1887	2.05	.11½	66.13	62.40	3.73	.....
1888	2.45	.14½	78.09	59.66	18.43	.....
1889	3.02	.18	94.26	59.66	34.60	.....
1890	2.80	.13½	73.73	59.66	14.07	.....
1891	2.45	.17½	81.09	59.66	21.43	.....
1892	2.20	.13½	71.49	59.66	11.83	.....
1893	2.65	.13½	81.57	59.66	21.91	.....
1894	1.92½	.11	62.83	59.66	3.17	.....
1895	1.60	.13	57.55	59.66	.....	\$2.11
1896	1.97½	.12½	65.45	59.66	5.79	.....
1897	1.66	.06½	50.85	59.66	.....	8.81
1898	1.66	.09	54.89	59.66	.....	4.77
1899	2.07	.13	68.06	59.66	8.42	.....
1900	2.11	.16½	72.47	59.66	12.81	.....
1901	1.70	.10½	57.29	59.66	.....	2.87
1902	1.06	.07½	40.21	59.66	.....	19.46

The data for the cost of production of sugar and molasses from 1882 to 1887 have been obtained from only a few estates. The cost from 1888 to 1897 is based on data obtained from estates situated in all the districts of the island, and includes the cost of production of a ton of sugar and its 100 gallons of molasses, and also the value of the hogshead and puncheon. The average price at which sugar and molasses sold from 1882 to 1896 is taken from a return prepared for the royal West India committee, and is the mean of the highest and lowest prices in each year. From 1897 to 1902, the prices are the mean of the biweekly prices at which sugar and molasses sold during each crop season.

This table can be relied upon as approximately correct, and shows the gradual decline of the sugar industry in Barbados during the years included more clearly and forcibly than volumes of letters and pamphlets.

The average crop of sugar exported from 1881 to 1900, inclusive, was 50,688 tons. The molasses exported varied from 25,000 to 48,000 puncheons. About 5,000 tons of sugar are used annually in home consumption. In 1901, the cost of producing a ton of sugar and 100



gallons of molasses, with the value of the hogshead and puncheon, was \$2.37 in excess of the selling price, and in 1902 the excess of cost over the selling price was \$19.46 on every ton of sugar and 100 gallons of molasses exported. The outlook for the future was indeed dismal.

In this extremity, the Imperial Government promised a grant of £250,000 (\$1,216,625) in aid of the several British West India colonies and British Guiana, the sum allotted to Barbados being £80,000 (\$389,320). It was generally understood that this latter sum should first serve as a security for loans made to planters to enable them to cultivate their estates, but would eventually be used in the erection of central factories. This was not what the owners and receivers of sugar estates wanted or needed most, but under the circumstances it could not be refused, as it served to stimulate money lenders to advance funds under proper provisions for repayment, and a bill known as the plantations-in-aid act was introduced in the legislature, and after much discussion was passed on June 13, 1902.

The proffered aid of the Imperial Government, supplemented by the act referred to, which was based upon the confidence that the promise of the Imperial Government would be kept (though it had not then been voted upon in Parliament), afforded the temporary relief so greatly needed, and applications for loans under the act were numerous. Many of the estates which would have been abandoned or placed in the court of chancery and sold under decrees have been relieved, for the present at least. A few, however, whose owners can not comply with the provisions of the act, have already been abandoned, and some others will probably meet the same fate. One of the evils most feared was a probable uprising of the laboring poor, stung to desperation by suffering; this has for the present been averted. It is estimated that nine-tenths of the sugar estates here are encumbered by mortgages and other loans. The loans advanced under the agricultural-aid act constitute a first lien on the growing crops for the year for which the money is advanced, to the great detriment of the mortgagees. The same priority of lien, including the land, applies to loans made under the plantations-in-aid act, and it is obvious that the owners as well as the mortgagees are placed at a great disadvantage. Every loan made under the provisions of the two acts mentioned may be an additional burden, although they are made to enable the planter to cultivate his crop. If the crop fails in quantity and price, he must first pay the loans so made; if he can not, execution will follow and the proceeds will be first applied to such loans. The owner loses his estate and the mortgagee his investment, unless he is able to buy in the estate and cultivate it. If he buys it, he must have other money to carry it on. If he has not the money, he must borrow it, most probably under one of the acts mentioned, and he falls back into the place of the original owner. A large number of estates are in chancery, managed by receivers appointed by the court, who are authorized to borrow money under the same conditions in order to cultivate the crops. The court costs and receivers' compensation must be paid out of the crops, and also the fees of appraisers, where such officials are appointed, before the interest due the mortgagees. There is a system in vogue here by which before an official sale is made, appraisers are appointed to fix a sum below which the property can not be sold on execution. In many cases, this has operated to extend the period to the owner and permit him to hope for better times. If the planters can weather

the conditions for the next one or two years, the bounties will be taken off European beet sugar, and it is believed that good prices will then be obtained for the local product.

The sugar industry here and throughout the West Indies is in a deplorable condition, owing to the low prices. In nearly all the other islands, cacao, indigo, aloes, arrowroot, coffee, fruits, and some other articles can be produced, and the loss on sugar cultivation in a degree made good, but this can not be said of Barbados; sugar and molasses are practically the only staples. The island has been almost denuded of shade trees, so necessary to the cultivation of cacao and coffee. Every available acre of land is under cultivation with either sugar or vegetables. Cotton, indigo, and tobacco could be produced, but hardly in quantities sufficient to constitute profitable articles of export. During the civil war in the United States, cotton was cultivated here, but statistics of output can not now be had.

There is no doubt that there is much waste on some plantations, owing to the primitive methods of manufacturing. Some of the estates have adopted modern apparatus, but many still use the old-fashioned windmills. This is not due so much to the lack of enterprise as to the fact that the owners are not able to purchase improved machinery. The planters of Barbados have displayed much courage and patience under very discouraging conditions.

It is earnestly hoped here that the Senate of the United States will ratify the reciprocity convention now before that body, the time for which has been again extended by the legislature, as above stated.

S. A. MACALLISTER, *Consul*.

BARBADOS, *September 10, 1902.*

#### BERMUDA.<sup>a</sup>

I submit herewith my report on the trade of this colony for the year ended December 31, 1901, together with appendix covering exports to the United States for the first six months of the present year.

The excess of imports in 1901 over those of 1900 is largely accounted for by the presence of nearly 5,000 prisoners of war and the addition of 2,000 soldiers to the regular strength of the Bermuda garrison. The large number of men employed on the public works now building at the Ireland Island naval station has also had the effect of increasing the local demand for foreign goods.

#### NEW NAVAL DOCK.

An idea of the magnitude of these works can be gathered from the fact that \$2,500,000, in round numbers, has been appropriated for their construction. The present dry dock is to be replaced by a much larger one, which will soon be towed across the ocean from England. The new dock is built to receive a vessel drawing 33 feet of water, the depth of water provided for the dock itself being 52. The height of the walls of the dock from the bottom of the pontoons is 55 feet. Its total lifting capacity is 16,500 tons, or sufficient to raise the largest battle ship afloat.

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<sup>a</sup>Classed with the British West Indies for trade reasons.

## RAILWAY SYSTEM.

In addition to the public works now being carried on, the Imperial Government contemplates the building of a railway to connect Ireland Island with St. George, a distance of some 26 miles, and the deepening of the ship channel from St. George Harbor to the ocean.

It is thought by some that if these two plans—the railway system and the opening of the harbor of St. George—be consummated, and the Isthmian Canal be built, Bermuda, as a rendezvous for craft of all nationalities, would become a second Hongkong. There seems no reason to doubt this assertion—the situation of these islands, directly in the line of traffic of vessels that would pass through the canal, appearing to justify the prophecy.

## STEAM TRANSPORTATION.

There have been no changes made in the transportation service since my last report, but the institution of a company to run a steamer every six weeks, from London to Bermuda and return, is now under consideration. The Imperial Government has proffered its assistance, and, provided the subsidy and grants can be agreed upon, there is but little doubt that this line will be established.

## CUSTOMS DUTIES.

In the matter of duties, customs charges, etc., there have been no changes in the past twelve months.

## TRADE WITH THE UNITED STATES.

Merchants in the United States have increased their sales in this colony year by year. Fair dealings by both buyers and sellers—strict attention by the latter to orders for goods, and promptness of the islanders in meeting their bills—and the nearness of Bermuda to the United States are important factors in this growth of trade.

## PACKING GOODS FOR EXPORT.

In packing goods for shipment to Bermuda, exporters need observe no more care than they do in shipping merchandise to ports on the Gulf of Mexico, or even to Charleston or Savannah. The steamers are good, the distance is only about 700 miles, and no extra care in packing is necessary.

## ARROWROOT.

The only manufacturing industry of this colony, with the exception of boat building, is the preparation of arrowroot.

Arrowroot is cultivated by the farmers throughout the islands, and is delivered in the form of "sticks" (roots) to the factory, the market value there being about \$2.40 per 100 pounds.

At the factory, the outer fiber of the root is removed by hand. The remainder is thoroughly washed and ground. It is then washed repeatedly in rain water. This water is caught in tanks constructed of Bermuda stone, and is used on account of its purity and freedom from

any mineral substances. After the series of washings are completed, the ground root is placed in clean trays and allowed to dry in the open air and sunlight. Throughout the entire process, there is a positive freedom from contamination by contact with foreign substances; the greatest cleanliness and care is observed; there are no chemicals whatever used at any stage of the manufacture—as above stated, the processes consist of peeling, grinding, repeated washings in pure rain water, and sun drying.

Bermuda arrowroot is considered by experts to be the best in the world. It shows under the microscope a different appearance from the arrowroot starches prepared in other countries, and possesses a greater value as a commercial commodity, owing to its purity and superiority from a medicinal standpoint.

The price of arrowroot in England is about 60 cents per pound, and some 20,000 pounds annually are shipped to that market. The United States imports only about 1,000 pounds a year. The small demand in the latter country can be accounted for only by the fact that there are many other cheaper and inferior starches on the market. It may also be reasonably presumed that were the superior medical and food qualities of the genuine Bermuda arrowroot better known in the United States, it would enter more largely into consumption there.

*Exports from Bermuda for the twelve months ended December 31, 1901.*

Articles and whence exported.	Value.	Articles and whence exported.	Value.
United States:		Dominion of Canada:	
Arrowroot.....	\$492.81	Arrowroot.....	\$184.00
Brandy.....	8,170.66	Bulbs.....	141.00
Bulbs, lily and exotics.....	30,678.06	Casks (empty).....	1,261.00
Crude drug.....	6,184.61	Flowers (cut).....	29.00
Cut flowers.....	504.91	Hides.....	875.00
Electric wire.....	8.08	Old metal.....	1,167.00
Hides.....	3,076.85	Onions.....	827.00
Household effects.....	25,299.66	Potatoes.....	14.00
Old metals.....	894.99	Skins.....	87.00
Onions (255,387 bushels).....	234,971.44	Tallow.....	115.00
Palm leaves.....	71.48	Vegetables.....	29.00
Plants.....	4.87	Sundries, not classified.....	257.00
Potatoes (27,777 barrels).....	123,144.97		
Returned American goods.....	11,482.49	Total.....	4,986.00
Rum.....	1,027.32		
Spirits and wine.....	104.14	West India Islands:	
Tallow.....	413.64	Empty casks.....	2,919.00
Vegetables.....	5,308.31	Onions.....	1,946.00
Walking sticks.....	11.68	Potatoes.....	1,813.00
Whisky.....	24,311.32	Vegetables.....	102.00
		Specie.....	9,733.00
		Unclassified goods.....	681.00
Charges.....	476,057.23	Total.....	16,694.00
	24,529.53		
Total.....	500,586.76		
United Kingdom:		SUMMARY.	
Arrowroot.....	4,866.00	United States.....	500,586.76
Bulbs.....	3,219.00	United Kingdom.....	15,917.00
Hides and skins.....	3,898.00	Dominion of Canada.....	4,986.00
Old metal.....	875.00	West India Islands.....	16,694.00
Tallow.....	2,773.00		
Sundries, not classified.....	291.00	Total.....	588,183.76
Total.....	15,917.00		

Imports into Bermuda for the year ended December 31, 1901.

Articles and whence imported.	Value.	Articles and whence imported.	Value.
<b>United States:</b>		<b>United Kingdom:</b>	
Clothing.....	\$18,006	Butter.....	3943
Cotton goods.....	48,665	Bread (biscuit).....	5,353
Leather manufactures (boots, etc.).....	58,531	Cheese.....	155
Woolen goods.....	8,357	Coffee and cocoa.....	383
Agricultural implements.....	1,119	Fish (preserved).....	2,230
Bicycles.....	10,706	Fruit (dried).....	1,119
Bicycle sundries.....	2,919	Groceries.....	3,212
Carriages.....	7,786	Provisions.....	694
Carriage materials.....	2,189	Rice.....	6,813
Electrical goods.....	1,946	Soap and starch.....	4,899
Furniture.....	16,059	Sugar.....	24,819
Building materials.....	18,492	Candles.....	1,411
Box materials.....	685	Confectionery.....	2,579
Lumber.....	46,718	Tea.....	4,805
Boats.....	8,760	Building materials.....	22,845
Hardware.....	29,685	Cutlery.....	1,569
Wooden ware.....	8,273	Furniture.....	4,672
Fertilisers.....	27,739	Glassware.....	8,273
Gasoline and naphtha.....	3,698	Hardware.....	12,129
Kerosene oil.....	32,606	Earthenware.....	5,899
Oil and paint.....	5,353	Leather manufactures.....	3,259
Seed.....	1,364	Machinery.....	45,695
Jewelry and plated ware.....	9,733	Metal manufactures.....	2,329
Musical instruments.....	5,353	Oil and paint.....	6,813
Paper.....	4,890	Oilman's stores.....	59,594
Books.....	3,163	Tinware.....	681
Stationery.....	4,770	Bicycles.....	627
Photographic goods.....	3,649	Seeds.....	273
Metal manufactures.....	19,952	Clothing.....	40,878
Machinery.....	9,733	Cotton goods.....	77,570
Rope.....	5,353	Linen goods.....	4,238
Drugs.....	22,385	Silk goods.....	9,740
Bran.....	21,412	Woolen goods.....	45,255
Corn.....	29,199	Straw goods.....	5,350
Hay.....	12,652	Fancy goods.....	19,952
Meal.....	11,679	Drugs.....	8,760
Oats.....	34,065	Perfumery.....	1,119
Beef (quarters).....	53,531	Books.....	2,287
Oxen and cows.....	175,194	Stationery.....	5,354
Sheep.....	15,572	Jewelry and plated ware.....	17,519
Poultry and meats.....	5,353	Musical instruments.....	3,698
Bread (biscuit).....	11,679	Alcohol.....	1,129
Butter.....	58,398	Brandy.....	3,339
Oleomargarine.....	4,866	Cordials.....	876
Cheese.....	18,139	Gin.....	1,946
Eggs.....	6,813	Malt liquors.....	110,499
Flour.....	87,597	Rum.....	131
Dried fruit.....	12,166	Whisky.....	15,095
Fresh fruit.....	11,679	Wines.....	12,622
Canned goods.....	34,552	Cigars.....	5,354
Confectionery.....	4,817	Cigarettes.....	8,455
Fish (preserved).....	9,738	Tobacco.....	3,163
Lard and cottolene.....	9,733	Coal.....	7,300
Potatoes.....	10,706	Unclassified goods.....	15,095
Provisions (not classified).....	102,196	Bullion.....	121,622
Rice.....	1,021	Government stores.....	1,119,255
Soap and starch.....	11,679	Government coal.....	68,181
Sugar.....	28,225		
Tea.....	9,738		
Vegetables.....	4,623		
Candles.....	924		
Coffee and cocoa.....	7,300		
Alcohol.....	4		
Brandy.....	97		
Malt liquors.....	1,459		
Whisky.....	2,141		
Wines.....	876		
Cigars.....	8,759		
Cigarettes.....	6,813		
Tobacco.....	8,759		
Coal.....	58,398		
Ice.....	442		
Horses.....	8,759		
Miscellaneous (unclassified).....	82,730		
Miscellaneous (classified).....	1,459		
<b>Total.....</b>	<b>1,419,417</b>		
		<b>Dominion of Canada:</b>	
		Building material.....	776
		Box.....	17,519
		Lumber.....	5,899
		Boats.....	141
		Carriages.....	413
		Furniture.....	3,698
		Hardware.....	237
		Jewelry and plated ware.....	2,571
		Bicycles.....	243
		Leather manufactures.....	10,706
		Paper.....	4,857
		Books.....	236
		Feed.....	5,899
		Hay.....	8,759
		Oats.....	16,059
		Sheep.....	350
		Horses.....	11,679
		Oxen and cows.....	978
		Cigars.....	455

*Imports into Bermuda for the year ended December 31, 1901—Continued.*

Articles and whence imported.	Value.	Articles and whence imported.	Value.
<b>Dominion of Canada—Continued.</b>		<b>West Indies—Continued.</b>	
Cigarettes .....	\$2,336	Sugar .....	\$15,572
Tobacco .....	5	Molasses .....	877
Whisky .....	2,676	Unclassified goods .....	5,889
Wine .....	802	Bicycles .....	88
Cotton goods .....	1,411	Cigars .....	9,246
Clothing .....	2,482	Fresh fruit .....	12,652
Bread (biscuit) .....	1,362	Rum .....	5,889
Butter .....	17,518	Unclassified .....	682
Cheese .....	6,813		
Eggs .....	1,265	<b>Total .....</b>	<b>58,862</b>
Fish (preserved) .....	14,112		
Flour .....	8,278	<b>Cuba:</b>	
Fruit:		Cigars .....	350
Dried .....	209	<b>Ceylon:</b>	
Fresh .....	2,627	Tea .....	409
Canned goods .....	2,189	<b>France:</b>	
Potatoes .....	22,872	Building stone .....	978
Poultry and meats .....	1,800	<b>Germany:</b>	
Soap and starch .....	1,265	Cotton goods .....	92
Tea .....	3,941	Miscellaneous .....	1,862
Vegetables .....	2,725	Sugar .....	584
Drugs .....	1,167	Woolen goods .....	219
Miscellaneous .....	8,214	<b>Holland:</b>	
<b>Total .....</b>	<b>197,384</b>	Cigars .....	278
<b>West Indies:</b>		Wine .....	209
Charcoal .....	1,995	<b>South Africa:</b>	
Coffee .....	182	Unclassified goods .....	458
Ginger .....	145	<b>Malta:</b>	
Preserves .....	350	Tobacco .....	250
		<b>Teneriffe:</b>	
		Onion seed .....	2,822

*Summary of the imports into Bermuda for the twelve months ended December 31, 1901.*

Country.	Value.	Country.	Value.
United States (see detailed list) .....	\$1,419,417	Teneriffe .....	\$2,822
United Kingdom (see detailed list) .....	658,294	<b>Total .....</b>	<b>2,336,416</b>
Dominion of Canada (see detailed list) .....	197,384	<b>Additional imports in same period:</b>	
West Indies (British) .....	58,862	United Kingdom (bul-	
Cuba .....	350	lions and Govern-	
Ceylon .....	409	ment stores) .....	\$1,309,088
France .....	978	Buenos Ayres, (con-	
Germany .....	2,257	tractors' machin-	
Holland .....	487	ery) .....	32,118
South Africa .....	458		
Malta .....	258		
		<b>Grand total .....</b>	<b>3,677,572</b>

*Exports to the United States for the six months ended June 30, 1902.*

Article.	Value.	Article.	Value.
Arrowroot .....	\$251.17	Spirits and wine .....	\$542.07
Bulbs (oxalis, etc.), not lily .....	248.97	Tallow .....	426.66
Cut flowers .....	13.05	Vegetables .....	5,105.05
Hides .....	6,036.84	Whale oil .....	2,142.00
Household effects .....	397.37	Whisky .....	8,566.90
Old cordage .....	68.27		
Old metals, brass, copper, etc .....	1,277.45	<b>Net total .....</b>	<b>409,767.09</b>
Old iron and scrap .....	5,606.22	Charges, invoice charges, commis-	
Onions (208,221 bushels) .....	282,942.74	sions, shed taxes, etc .....	21,695.44
Potatoes (33,194 barrels) .....	139,139.48		
Returned American goods .....	6,869.44	<b>Gross total .....</b>	<b>431,462.53</b>
Rum .....	80.41		

W. MAXWELL GREENE, *Consul.*HAMILTON, *July 2, 1902.*

## JAMAICA.

During the year under review, there has been a marked improvement in the island's prosperity. Not only have the importations increased both in quantity and value, but the economic position of the producing classes in most parts of the island and the financial prospects of the government have markedly improved. The most conspicuous factor in this improvement has been the great advance in the island's exports of fruit to the United States.

There has been no change in the tariff rates of the island during the year.

## PORT REGULATIONS AND WHARFAGE DUES.

Wharfage dues are regulated by a local law which applies to the out-ports of the island as well as to Kingston. Independently of these rates, however, nearly all the principal steamship lines trading with this colony make special arrangements with wharf owners, often at a reduction of 33 per cent from the schedule. The several ports of this island are also subject to regulations under a local statute, according to which vessels calling for orders only are exempt from fees, provided they do not take in or discharge cargo or ballast, and do not take on board or land passengers, and do not come into harbor farther than the place where they are boarded by the health officer. The harbor-master in each port regulates the position where vessels are to lie in the stream.

The light dues on vessels are: Steamers, 1 penny (2 cents) per ton; sailing vessels, 3 pence (6 cents) per ton on the registered tonnage. Vessels trading in the Tropics are not charged this fee oftener than once in any period of three calendar months. These rates do not apply to Port Antonio, where there is a uniform rate of 1 farthing (0.09 cents) per registered ton on each entry or call of a vessel. Ships of war are exempt from light dues.

## IMPROVEMENTS IN HARBOR FACILITIES.

During the past twelve months, every effort has been made to improve the lighting of Kingston Harbor, and the authorities have erected several Wigham's continuous-burning lamps, which keep light for a month at a time. These are placed so as to light the narrows as well as the reefs outside, so that a vessel can enter the harbor at any time. This was done to facilitate the dispatch of fruit steamers for the United States.

In the channel leading up to Kingston, there is a depth of from 8 to 9 fathoms, so that vessels of any size run no risk in coming up to the port. All the harbors of the island and the buoys and lights are under the control of the marine board, so that underwriters and shippers of goods are protected as fully as possible.

## EXCHANGE.

The rates of exchange vary in the banks daily, and are subject to cablegrams received from New York and London. The customs take the rate prevailing between New York and London at the date of original invoice.

## LICENSES.

The rates are the following: Merchants, £12 10s. (\$60.83) per annum; storekeepers, £7 10s. (\$36.50) per annum; retailers, from £1 to £5 (\$4.87 to \$24.33) per annum.

The tax on commercial travelers has been repealed in consequence of agitation on the subject. This will be of advantage to the commercial houses of our country.

## TRANSPORTATION.

A railway under the control of the local government, having two lines starting from Kingston (one going northwest to Montego Bay, the other northeast to Port Antonio), affords great facilities for the conveyance of produce from the interior to the ports in question. Excellent macadamized roads lead from the interior to the railway lines as well as to the shipping ports, so that the facilities for transportation are all that could be desired. Mail coaches under government control also connect with the railway. There are two coastal steamers making weekly trips round the island, conveying freight and passengers at reasonable rates, and a large fleet of coasting vessels, varying from 10 to 40 tons in size.

The facilities of communication with the United States are exceptionally good, as vessels leave from some port of the island almost daily. The principal line is that of the United Fruit Company, whose steamers leave direct from Kingston, Port Antonio, and other northern ports for Boston, New York, Philadelphia, and Baltimore, covering the distance in from four to five days. The Hamburg-American Line has a weekly service from New York to Kingston, and a fortnightly one from Kingston to New York. There is also a weekly service between New York and Kingston by steamers of the J. E. Kerr Line. A new line has been started from Providence, R. I., to Kingston, bringing cargoes of food stuffs and taking fruit, which bids fair to become another permanent connection in the trade between the United States and Jamaica.

In consequence of the competition between steamship lines, freight on barrels and packages of the same cubic dimensions as a barrel has dropped from 40 cents to 30 cents.

## POSTAL RATES.

For all the principal British colonies the rate prevailing is 1 penny (2 cents) per half ounce; for foreign countries, including the United States, 2 pence half penny (5 cents) per half ounce. There is also a direct parcel-post exchange with the United States, Canada, the United Kingdom, and the British West Indies, the rate to the United States being 6 pence (12 cents) per pound, to Great Britain 1 shilling (24 cents) for any package not exceeding 3 pounds; Canada, 10 pence (20 cents) per pound. There is a money-order exchange with the United States, Great Britain, Canada, and the British West Indies.

## HOURS OF WORK AND WAGES.

The hours vary in the different parishes of the island, but as a rule, from 7 a. m. to 5 p. m., with an hour at noon for rest, is the average



time. Agricultural laborers generally do contract or job work, but where they work by the day the pay is from 1s. 6d. to 2 shillings (36 to 49 cents), according to the condition of the labor market. Dock laborers and lighter men are paid from 2 shillings to 3 shillings (49 to 73 cents) per day, and for night work double these rates. Domestic, male and female, are paid from 5 shillings to 10 shillings (\$1.22 to \$2.43) per week; tradesmen, from 2s. 6d. to 6 shillings (60 cents to \$1.46) per day.

#### REGULATIONS AS TO QUARANTINE.

The governor of the colony has power to declare any port or place to be infected, and regulations for the duration of quarantine are left to the discretion of the quarantine board. At each port in the island there is a health officer; the one at Kingston is a medical man, but at the other ports of the island the office is held by the collector of customs under the control of the quarantine board. There is a fine lazaretto on the Helthshire hills, overlooking the harbor of Kingston, with accommodations for about 60 people. The buildings are provided with all the necessary lavatories and bathrooms, and a hospital is attached.

#### TELEGRAPHS AND CABLES.

With the exception of the extension of private telephones, connecting banana plantations with their shipping ports, there are no other additions to the service. The Direct West India Cable Company has proved a boon to the reading public, as daily telegrams relating to the principal events in all quarters of the globe appear in the local papers. Merchants are also kept posted as to market conditions and exchange in the United States, Canada, and England, and enterprising American firms have daily quotations.

#### TRADE WITH THE UNITED STATES.

Reciprocity would, in my opinion, be a very effective means of developing further trade relations between the United States and this colony. The commercial community of this island is anxiously looking forward to the consummation of such a treaty, as they recognize that the United States, from its geographical position, is the natural market of the West Indies.

If the different chambers of commerce of the United States were to send to this island a delegation consisting of enterprising agents, with goods to be placed on exhibition, and these delegates were to personally interview the traders, it would bring our merchandise prominently before the mercantile community. Besides, new markets might be found in America for many of the local products.

I often receive at this consulate the Spanish edition of circulars and price lists from American manufacturers, and merchants here inform me that it is no unusual custom to receive such editions. I must impress upon the manufacturers of our country that only English circulars should be sent to Jamaica. I notice that several of the leading London merchants publish a fortnightly market report in the local papers of the island; a similar course might be adopted with advantage by our merchants.

It is gratifying to note that the absolute control of the buying, selecting, storing, and shipping of the fruit carried from this island to Great Britain by the steamers of the Imperial Direct Line (subsidized by the home Government to the extent of \$200,000 per annum), has been placed in the hands of the United Fruit Company of Boston, Mass. Previous to this, the majority of the cargoes arrived in the British markets in an unsaleable state. Now that the United Fruit Company is managing the fruit department, success has attended all the shipments to Manchester and Bristol.

In packing goods for export, United States merchants bear a high reputation in this country, and I think the manner in which they are put up to attract customers leaves little to be desired. I offer this opinion as the result of my inquiries upon the subject.

Exporters from America, I am inclined to think, labor under a disadvantage by giving shorter credits than British exporters, but I would in no way advise the giving of credit indiscriminately. This can always be avoided by making inquiries, not only as to the financial position of the parties, but as to their integrity and general business history.

## GENERAL COMMERCE.

The value of the imports for the year ended March 31, 1902 (the fiscal year of the colony), shows a total of £1,699,525 (\$8,280,738), and that of the exports during the same period £1,939,142 (\$9,436,835). The island's exports during the past year, compared with those of the two immediately preceding, were distributed as shown below:

Countries.	1901-1902.	1900-1901.	1899-1900.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom .....	21.1	18.8	19.2
United States .....	65.6	63.8	63.6
Canada .....	1.6	1.8	1.6
Other countries .....	11.7	15.6	15.6

This shows that there has been little change in the channels of trade. The increase in the trade to the United Kingdom and United States may be attributed to the large quantity of fruit now sent thither, more especially to the latter country.

The following statement shows the relative importance of the island's products during the past three years:

Articles.	1901-2.	1900-1901.	1899-1900.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Sugar .....	7	9.5	10.8
Rum .....	6.4	8.8	7.2
Coffee .....	7.8	9.1	7.8
Dyewoods .....	6.2	6.2	4.8
Fruit .....	51.6	45.2	45
Pimento .....	4	6.2	9.7
Minor products .....	17	14.8	14.7

This table indicates that the fruit trade is the mainstay of the colony. Sugar, rum, coffee, and pimento have unfortunately decreased, while fruit and minor products have increased.

It is without doubt to the fruit trade that the island has owed its capacity to emerge with comparative safety from the difficulties of the past few years.

While there has been a falling off in importations of bread, biscuit, and meal, there has been a compensating increase in flour. I have also to report that there has been a drop in the importation of salt pork and beef from the United States. This is attributed to the high prices of those articles. It is gratifying, however, to note that the United States is slowly, but surely, capturing not only the coal market, but other lines of trade, as is shown by the following table of the sources of supply of raw material imported here during this and the preceding year:

Countries.	1901-2.			1900-1901.		
	English currency.	U. S. currency.	Per cent.	English currency.	U. S. currency.	Per cent.
United Kingdom .....	£10,308	\$50,140	13.1	£13,766	\$66,992	20.3
United States .....	66,939	325,759	85.1	51,648	251,345	75.8
Other countries .....	1,354	6,589	1.8	2,711	13,193	3.9

#### SHIPPING.

During the year, 105 steamers arrived from the United Kingdom, as against 81 for the previous year, the increase being 24, while 89 cleared for the United Kingdom, against 61 for last year, the increase being 28.

The steamers coming from the United States numbered 634, as against 468 of last year, showing a handsome gain of 166, or more than the total number of ships coming from the United Kingdom, while 611 boats cleared from the island for the United States, as against 488 last year, an increase of 123. This is no doubt due to the marked development of the fruit trade with the United States. My only regret is that more of this trade is not done by vessels under our flag.

GEORGE H. BRIDGMAN, *Consul*.

KINGSTON, *December 4, 1902.*

#### LEEWARD ISLANDS.

##### ANTIGUA.

I give below statements of the commerce and industries of this island for the year 1901. I am sorry that I am unable as yet to forward the imports into this colony for the first six months of 1902, as these have not been classified; but there will be a large increase over 1901. as the Imperial Government selected this island as a temporary residence of some Boer prisoners of war, who were to have been sent here, but owing to the termination of the war in South Africa were not sent. The erection of a considerable number of wooden huts for their accommodation and other work connected with the formation of this camp provided employment for a number of the population and gave an impetus to all branches of trade. A battalion of imperial troops was

also stationed on the island for some three months, and the supplies for them helped materially to swell the imports for the first six months of the present year.

## SUGAR CROP.

The present year's production of sugar is estimated to reach 12,500 tons. It is said that it costs from \$30 to \$35 to grow and manufacture 1 ton of sugar. The average yield per acre is about  $1\frac{1}{4}$  tons, and it will be fair to put the net price realized at \$25 per ton, showing a loss on sugar growing of from \$5 to \$10 per ton. Many of the planters grow sweet potatoes, yams, and other crops, from which profit has accrued. On the year's working, therefore, some of the plantations will manage to pay expenses, leaving nothing for the owners or for interest on invested capital. This state of affairs can not continue much longer. Something must be done to place the sugar industry of this island on a paying basis. Central factories are expected to do this, but the Imperial Government must guarantee the interest on the capital required for their erection, as the owners of plantations are unable to do so.

## LABOR.

The following table gives the wages paid on plantations:

		Amount.	
		\$300.00 to \$600.00	
Managers .....	per year ..	\$300.00 to \$600.00	
Overseers .....	per week ..	1.92	5.00
Engine drivers .....	do. ....	1.20	2.40
Drivers .....	do. ....	1.00	1.44
Watchmen .....	do. ....	1.00	1.20
Field laborers (men) .....	per day ..	.16	.24
Field laborers (women) .....	do. ....	.08	.12
Boys and girls .....	do. ....	.06	.08

The length of the day is ten hours, one hour being allowed for meals. Even with the cost of labor reduced to the foregoing scale, many of the plantations were run at a loss. To enable the owners to continue for another year or two, the Imperial Government has advanced the sum of \$57,500, but this will no more than pay the land tax for this and the coming crop, and the cost of procuring the advances is more than many sugar properties can afford.

*Imports into Antigua during the year 1901.*

Articles.	Countries whence imported.	Amount.
Live animals .....	United Kingdom .....	\$560
	United States .....	3,705
	British colonies .....	500
	Foreign countries .....	5
Food .....	United Kingdom .....	27,585
	United States .....	171,245
	British colonies .....	48,805
	Foreign countries .....	360
Drinks .....	United Kingdom .....	7,415
	United States .....	55
	British colonies .....	700
	Foreign countries .....	335
Narcotics .....	United Kingdom .....	1,555
	United States .....	4,375
	British colonies .....	210
	Foreign countries .....	210
Raw materials .....	United Kingdom .....	15,410
	United States .....	21,465
	British colonies .....	12,160

*Imports into Antigua during the year 1901—Continued.*

Articles.	Countries whence imported.	Amount.
<b>Manufactured articles:</b>		
Textiles .....	United Kingdom.....	\$100,015
	United States.....	2,600
	British colonies.....	510
	Foreign countries.....	545
Metal.....	United Kingdom.....	37,885
	United States.....	3,081
	British colonies.....	1,005
	Foreign countries.....	31
Other manufactures.....	United Kingdom.....	58,320
	United States.....	36,890
	British colonies.....	24,480
	Foreign countries.....	1,185
Coin and bullion.....	British colonies.....	260
Total .....		568,725

*Total imports from each country.*

Countries whence imported.	Value.
United Kingdom .....	\$248,745
United States.....	243,410
British North America .....	61,815
Barbados.....	22,365
Trinidad.....	445
Demerara.....	900
Jamaica.....	765
Windward Islands.....	695
Foreign countries:	
French ports.....	665
Dutch ports.....	355
Danish ports.....	1,115
Portuguese ports.....	130
Panama and Colon.....	31
Germany.....	610
Total .....	568,725

**RECAPITULATION.**

United Kingdom .....	\$248,745
United States.....	243,410
British colonies.....	88,630
Foreign countries.....	2,940
Total .....	568,725

*Harbor dues, St. Johns Harbor.*

<b>For vessels of—</b>	
30 tons and under 50 tons.....	\$0.96
50 tons and under 80 tons.....	1.44
80 tons and under 100 tons.....	1.92
100 tons and under 120 tons.....	2.88
120 tons and under 150 tons.....	3.84
150 tons and under 200 tons.....	4.80
200 tons and under 250 tons.....	5.76
250 tons and under 300 tons.....	6.72
300 tons and upward.....	7.68

*Harbor dues, Parham Harbor.*

<b>For every vessel of—</b>	
30 tons and under 60 tons register.....	\$2.16
60 tons and under 100 tons register.....	3.96
100 tons and under 150 tons register.....	4.32
140 tons and under 200 tons register.....	5.40
200 tons and under 250 tons register.....	6.48
250 tons and upward.....	8.64

Exemption: Steam vessels carrying mails; landing or package dues (trade tax).

There shall be collected on any goods imported into the Presidency (other than white pine, pitch pine, and spruce lumber, coals, and machinery intended to be erected in the Presidency for any industrial purpose, together with all necessary parts and appliances connected therewith) a trade tax at the rate of 4 shillings (96 cents) on every 40 cubic feet contained in any package, and in the same proportion for any lesser or greater number of cubic feet, provided that in no case shall a less tax be paid than 6 pence (12 cents).

## CUSTOMS DUTIES.

By act No. 6 of 1898, dated November 28, 1898, the specific duties on the following articles were raised as indicated: Brandy, gin, whisky, and all other spirits except rum, 7s. 6d. (\$1.82) per gallon; wheat flour, 6s. (\$1.46) per barrel; bread and biscuits (not fancy or in tin), 2s. (24 cents) per barrel not exceeding 100 pounds; fish, dried or salted, per 100 pounds, 2s. (24 cents).

The duties collected on other articles are:

Articles.	English currency.	U. S. currency.
<b>SCHEDULE B.</b>		
<b>Erated and mineral waters, per dozen, reputed pints.....</b>	<b>£. s. d.</b>	<b>\$0.04</b>
<b>Alcoholic liquors:</b>		
Ale, beer, porter, stout, perry, and cider, per dozen, reputed quarts.....	0 1 6	.36
Ale, beer, porter, stout, perry, and cider (in casks), per gallon.....	0 0 6	.12
Bitters of all kinds, per dozen, reputed pints.....	0 2 0	.48
Cordials, liquors, and sweetened spirits, per gallon.....	0 5 0	1.22
Spirits not sweetened, not exceeding the strength of proof by Sykes's hydrometer and so in proportion for any greater strength of proof, viz:		
Brandy, per gallon.....	0 5 0	1.22
Gin, per gallon.....	0 4 2	1.01
Rum, per gallon.....	0 3 3	.79
Whisky, per gallon.....	0 4 6	1.09
All other spirits, per gallon.....	0 4 2	1.01
Wine, including all flavored or medicated wine, per £100 (\$486.65) value.....	25 0 0	121.66
<b>Animals:</b>		
Cattle, each.....	0 5 0	1.22
Horses, each.....	1 10 0	7.30
Asses, each.....	0 4 0	.97
Mules, each.....	0 10 0	2.43
Bricks and tiles, per thousand.....	0 4 2	1.01
Cement, per barrel.....	0 1 6	.36
Coal, coke, and patent fuel, per ton.....	0 2 0	.48
Drugs: Opium bang or gange, per pound.....	0 10 0	2.43
<b>Fire-arms and ammunition:</b>		
Guns, each.....	1 0 0	4.87
Pistols, each.....	0 10 0	2.43
Gunpowder and all explosives, per pound.....	0 0 6	.12
<b>Grain:</b>		
Corn and wheat, per bushel.....	0 0 3	.06
Oats, per bushel.....	0 0 3	.06
Peas, beans, barley, and calavances, per bushel.....	0 0 6	.12
Rice, per 100 pounds.....	0 2 1	.26
Matches, per gross.....	0 0 3	.06
Oil meal, lin-seed meal, cotton-seed meal and similar preparations, per 100 pounds.....	0 1 0	.24
Perfumery and perfumed spirits: Hair oil, pomades, powders, toilet or fancy soaps and similar toilet accessories, per £100 (\$486.45) value.....	20 0 0	9.73
<b>Provisions:</b>		
Arrowroot, sago, tapioca, and all similar articles and all preparations of the same, per 100 pounds.....	0 2 1	.26
Beef in pickle or salt, per 100 pounds.....	0 4 2	1.01
Bread and biscuits, not fancy or in tins, per barrel not exceeding 100 pounds.....	0 1 0	.24
Butter, per 100 pounds.....	0 8 4	2.02
Cheese.....	0 8 4	2.02
Coffee, cocoa, and chocolate, per 100 pounds.....	0 8 4	2.02
Corn meal, per barrel.....	0 2 0	.48
Fish, dried or smoked, per cwt.....	0 1 6	.36
Pickled salmon, per barrel not exceeding 200 pounds.....	0 8 0	1.95
Pickled mackerel, herring, and other, per barrel.....	0 2 6	.60
Flour of wheat, per barrel.....	0 5 0	1.46
Oatmeal or rye meal, per barrel.....	0 4 0	.97

a These duties were raised by act No. 6 of 1898 to 7s. 6d. (\$1.82) per gallon on all alcoholic liquors except rum.

Articles.	English currency.	U. S. currency.
SCHEDULE B—continued.		
Provisions—Continued.		
Fruits and vegetables:		
Canned, tinned, bottled, or otherwise preserved, per reputed pounds.	£. s. d.	
Almonds, currants, citrons, figs, prunes, and raisins, per pound	0 0 1	\$0.24
Potatoes, except sweet potatoes, per barrel	0 0 2	.48
Hams and bacon, per 100 pounds	0 1 6	.36
Lard and its compounds, per 100 pounds	0 8 4	2.02
Macaroni and vermicelli, per 100 pounds	0 4 2	1.01
Oleomargarine, per 100 pounds	0 4 2	1.01
Pork, in pickle or salt, per 100 pounds	0 8 4	2.02
Sausages and tongues, per 100 pounds	0 4 2	1.01
Sugar, muscovado, and melado, per 100 pounds	0 8 4	2.02
All other, per 100 pounds	0 0 6	.12
Tea, per pound	0 0 3	.06
Vinegar, per gallon		
Tallow and oils:		
Candles (except tallow), per pound	0 0 2	.04
Candles, tallow, per pound	0 0 1	.02
Oils, castor, cod-liver, and olive, per gallon	0 1 0	.24
All other, not being rock oil, per gallon	0 0 8	.16
Petroleum and its products, per case of 8 imported gallons	0 1 6	.36
Soap, other than toilet or fancy, per 100 pounds	0 4 2	1.01
Tobacco:		
Cigars (except those known as "Long Toms," per pound	0 5 0	1.22
Long Toms, per pound	0 2 6	.60
Cigarettes, per pound	0 2 6	.60
Leaf—		
If imported in packages containing not less than 500 pounds, per pound	0 0 9	.18
If imported in packages containing less than 500 pounds, per pound	0 2 0	.48
Manufactured (including snuff), per pound	0 2 6	.60
Wood:		
Cedar and pine shingles, per M	0 2 1	.26
Cypress and Wallaba shingles, per M	0 4 2	1.01
Hoops, per 1,200	0 8 4	2.02
Pitch pine, c per 1,000 feet	0 8 4	2.02
Oak, beech, elm, mahogany, hickory, and all hard woods, c per 1,000 feet	1 0 10	4.88
White pine and spruce, c per 1,000 feet	0 6 3	1.52
Staves, per M	0 8 4	2.02
Shooks, per M	0 0 3	.06
With heads, per M	0 0 4	.06
All goods not hereinbefore specified and not exempted by the act or schedule C (per £100 (\$486.65) value).	10 0 0	48.65

<sup>a</sup> Duty raised to 2s. (48 cents) by act No. 6 of 1898.

<sup>b</sup> Duty raised to 6s. (\$1.46) by act No. 6 of 1898.

<sup>c</sup> Superficial measurement of 1 inch thick, per thousand each.

#### SCHEDULE C.

Animals, alive, to include only sheep, goats, hogs, poultry, turtle, and all suckling animals.  
 Baggage, personal, of passengers, containing apparel and articles of personal use and all professional apparatus and workman's tools brought by a passenger for his own use.  
 Books, printed, whether bound or unbound, pamphlets, newspapers, and printed matter in all languages.  
 Eggs.  
 Fertilizers of all kinds, natural and artificial.  
 Fish, fresh or on ice.  
 Fruits and vegetables (except potatoes other than sweet potatoes), not being preserved.  
 Furniture in use, the property of, and imported by persons coming to reside in the Presidency.  
 Gold and silver coin and bullion.  
 Ice.  
 Maps and charts.  
 Marble and alabaster, in the rough or squared, worked or carved, for building purposes or monuments.  
 Music, printed.  
 Packages: Boxes, barrels, crates, and inner packages of all kinds; also packages and coverings (except butts, puncheons, hogsheads, tierces, and trunks), in which goods are actually imported, if usual and proper for the purpose.  
 Pictures and engravings.  
 Plants, shrubs, and seeds of all kinds for planting.  
 Public worship, articles specially imported for, viz: Musical instruments of all kinds, lamps, bells and ornaments and wine and all furniture to be used in the celebration of divine worship.  
 Salt.  
 Shipbuilding materials and accessories of all kinds, when imported for the construction, equipment, or repair of a specific vessel or boat, except rope and cordage of all kinds, including wire rope.  
 Specimens illustrative of national history.  
 Steam engines, boilers, and pipes and machines, machinery, and apparatus, whether stationary or portable, for agriculture, irrigation, or mining, and all necessary parts and appliances for the erection or repair thereof or the communication of motive power thereto, when not imported for sale.  
 Surgical instruments imported for the use of the importer.  
 Telegraph wire, telegraphic, telephonic, and electrical apparatus, and all appliances of all kinds for communication or illumination thereby.

Tombstones: Tablets and railings for graves.

All goods imported for or supplied to the Government or the governor or Her Majesty's army or navy and military, naval and militia uniforms, accouterments, and appointments imported by officers of Her Majesty's army, navy, or militia for their own use. If any goods of this last class on which duty has been paid at the time of importation be subsequently supplied as above mentioned, the amount of duty paid upon the goods so supplied shall be repaid out of the treasury on the warrant of the governor.

*Imports from the various countries into Antigua for the half year ended June 30, 1902.*

Article.	Country whence imported.	Value to nearest dollar of imports.	Article.	Country whence imported.	Value to nearest dollar of imports.
Animals .....	United Kingdom..	\$450.00	Sausages and tongues.	United Kingdom..	\$40.00
	British possessions.	4,915.00		United States.....	140.00
	Porto Rico.....	7,570.00		British possessions.	90.00
		12,935.00			270.00
Breadstuffs .....	United Kingdom..	85.00	Coffee .....	United Kingdom..	850.00
	United States.....	34,135.00		United States.....	325.00
	British possessions.	3,020.00		British possessions.	375.00
		37,240.00			1,550.00
Oats .....	United States.....	180.00	Cocoa .....	United Kingdom..	330.00
	British possessions.	320.00		.....do .....	550.00
		500.00	Fruits and vegetables.	United States.....	350.00
Corn meal .....	United States.....	22,055.00		British possessions.	1,350.00
	British possessions.	890.00			2,250.00
		22,945.00	Sugar.....	United Kingdom..	50.00
Pease and beans ..	United States.....	295.00		British possessions.	245.00
	British possessions.	230.00			295.00
		525.00	Salt.....	United Kingdom..	235.00
Rice .....	United Kingdom..	3,380.00		United States.....	20.00
	British possessions.	580.00		British possessions.	60.00
		3,960.00			315.00
Beef .....	United States.....	585.00	Starches .....	United Kingdom..	120.00
	British possessions.	60.00		United States.....	5.00
		595.00		British possessions.	20.00
					145.00
Butter .....	United Kingdom..	2,400.00	Tea.....	United Kingdom..	980.00
	United States.....	485.00		British possessions.	5.00
	British possessions.	1,130.00			985.00
	Foreign countries.	165.00	Vermacelli and macaroni.	United Kingdom..	15.00
		4,180.00		.....do .....	65.00
Cheese .....	United Kingdom..	30.00	Vinegar .....	.....do .....	4,565.00
	United States.....	495.00	Unenumerated groceries.	United States.....	1,220.00
		525.00		British possessions.	285.00
Fish .....	United Kingdom..	55.00			6,070.00
	United States.....	600.00	Drinks .....	United Kingdom..	10,775.00
	British possessions.	23,360.00		United States.....	185.00
	Foreign countries.	350.00		British possessions.	1,350.00
		24,365.00		Foreign countries.	35.00
Hams.....	United Kingdom..	440.00			12,345.00
	United States.....	415.00	Opium .....	.....do .....	30.00
	British possessions.	140.00	Tobacco .....	United Kingdom..	1,150.00
		995.00		United States.....	1,565.00
Lard.....	United Kingdom..	10.00		British possessions.	250.00
	United States.....	1,965.00		Foreign countries.	20.00
		1,975.00			2,975.00
Pork .....	United States.....	13,350.00	Raw materials imported by Government.	United Kingdom..	3,280.00
	British possessions.	55.00			
		13,405.00			



*Imports from the various countries into Antigua for the half year ended June 30, 1902—*  
Continued.

Article.	Country whence imported.	Value to nearest dollar of imports.	Article.	Country whence imported.	Value to nearest dollar of imports.
Coals .....	United Kingdom ..	\$185. 00	Furniture .....	United Kingdom ..	\$265. 00
	United States .....	25. 00		United States .....	340. 00
	British possessions.	245. 00		British possessions.	880. 00
		455. 00			1,485. 00
Lumber .....	United States .....	21,865. 00	Gutta-perchagoods	United Kingdom ..	90. 00
	British possessions.	24,045. 00		United States .....	5. 00
		45,910. 00			35. 00
Dress materials....	United Kingdom ..	50,745. 00	Hay .....	United Kingdom ..	5. 00
	United States .....	1,510. 00		United States .....	575. 00
	British possessions.	425. 00		British possessions.	55. 00
	Foreign countries .	150. 00			635. 00
Firearms .....	United Kingdom ..	52,830. 00	Leather .....	United Kingdom ..	1,800. 00
		80. 00		United States .....	240. 00
Hardware .....	do .....	11,255. 00		British possessions.	75. 00
	United States .....	5,860. 00			2,115. 00
	British possessions.	1,990. 00	Lime .....	United Kingdom ..	970. 00
		19,105. 00		British possessions.	155. 00
Jewelry .....	United Kingdom ..	520. 00			1,125. 00
	United States .....	20. 00	Manures .....	United Kingdom ..	1,445. 00
	British possessions.	5. 00		British possessions.	2,855. 00
		545. 00			4,300. 00
Machinery .....	United Kingdom ..	800. 00	Matches .....	United Kingdom ..	220. 00
	British possessions.	45. 00		United States .....	450. 00
		845. 00		British possessions.	160. 00
Printed matter....	United Kingdom ..	1,665. 00			830. 00
	United States .....	65. 00	Music instruments	United Kingdom ..	270. 00
	British possessions.	110. 00		United States .....	215. 00
		1,840. 00		British possessions.	15. 00
Boots and shoes ...	United Kingdom ..	2,795. 00			500. 00
	United States .....	1,005. 00	Oil meal .....	United States .....	4,295. 00
		3,800. 00		British possessions.	195. 00
Bricks and tiles ...	United Kingdom ..	235. 00			4,490. 00
	do .....	655. 00	Packages .....	United Kingdom ..	9,555. 00
	United States .....	165. 00		United States .....	380. 00
Cement .....	British possessions.	3,190. 00		British possessions.	200. 00
		4,010. 00		Foreign countries .	150. 00
Carriages .....	United Kingdom ..	15. 00			10,235. 00
	United States .....	310. 00	Paint .....	United Kingdom ..	625. 00
	British possessions.	65. 00		United States .....	105. 00
		390. 00		British possessions.	50. 00
Chemicals .....	United Kingdom ..	2,255. 00			780. 00
	United States .....	565. 00	Perfumery .....	United Kingdom ..	905. 00
	British possessions.	140. 00		United States .....	285. 00
		2,960. 00		Foreign countries .	45. 00
Earthen and glass ware.	United Kingdom ..	820. 00			615. 00
	United States .....	435. 00	Rope .....	United Kingdom ..	1,505. 00
	Foreign countries .	30. 00		United States .....	375. 00
		1,285. 00		British possessions.	545. 00
Toys .....	United Kingdom ..	810. 00			2,425. 00
	United States .....	710. 00	Pitch .....	United Kingdom ..	55. 00
	British possessions.	85. 00		United States .....	110. 00
	Foreign countries .	5. 00		British possessions.	30. 00
		1,610. 00			195. 00

*Imports from the various countries into Antigua for the half year ended June 30, 1902—*  
Continued.

Article.	Country whence imported.	Value to nearest dollar of imports.	Article.	Country whence imported.	Value to nearest dollar of imports.
Ship materials.....	United States.....	\$50.00	Shingles.....	United States.....	\$3,710.00
	British possessions.	120.00		British possessions.	3,430.00
		170.00			7,140.00
Paper.....	United Kingdom..	1,040.00	Wood hoops.....	United Kingdom..	1,195.00
	United States.....	575.00		British possessions.	85.00
	British possessions.	150.00			1,280.00
	Foreign countries..	55.00	Shooks.....	United States.....	2,555.00
		1,820.00		British possessions.	1,990.00
					4,535.00
Candles.....	United Kingdom..	340.00	Other wooden manufactures.	United States.....	45.00
Oils.....	United Kingdom..	1,345.00			915.00
	United States.....	3,570.00			960.00
	British possessions.	125.00	Coin and bullion..	British possessions.	41,500.00
		5,040.00			
Soap.....	United Kingdom..	1,040.00	Electrical apparatus.	United States.....	5.00
	United States.....	105.00		British possessions.	5.00
	British possessions.	1,450.00			10.00
	Foreign countries..	5.00	Plants, seeds, etc.	United Kingdom..	20.00
		2,600.00			20.00
Grease.....	United Kingdom..	1,080.00			15.00
	United States.....	305.00			55.00
	British possessions.	10.00	Skins and hides..	British possessions.	175.00
		1,845.00			
Tombstones, etc...	United Kingdom..	280.00			
	British possessions.	55.00			
		815.00			

SAML. GALBRAITH, *Vice-Consul.*

ANTIGUA, *October 25, 1902.*

#### ST. CHRISTOPHER-NEVIS.

Owing to a large rainfall and the absence of hurricanes, the Presidency of St. Kitts-Nevis has been able in the last year to realize a sugar output somewhat above the average.

The extremely low price of sugar, however, and the inadequate relief offered by England to offset the result of continental sugar bounties, with the uncertain outlook for the future, have produced a feeling of financial depression formerly unknown in this section.

The exports of sugar in 1901 were 4,200 tons in excess of those of the previous year, which had suffered from the hurricane of 1899. Consequently, while the market price was £2 (\$9.73) less in 1901 than in the year previous, the increased quantity exported allowed means for the considerable advance noted in the table of imports. Much of the sugar formerly finding a market in New York has been deflected to Canada, the reasons for which will be stated later. It is estimated that one-eighth of the sugar crop is consumed locally.

The alarming outlook for this crop has prompted trials in planting along other lines, such as cotton, tobacco, etc. The results for the first season, while only experimental, are nevertheless encouraging.

There has been talk of the investment of American capital in a plant for the manufacture of banana products by the firm now operating in Demerara, but nothing tangible has as yet materialized.

The following tables represent the trade of St. Kitts-Nevis for the year 1901:

*Principal imports and exports in 1901.*

IMPORTS.

Article.	United States.	England.	Canada.	Other countries.	Total.
Bread and biscuits .....	\$10,944.72			\$0.72	\$10,954.44
Flour .....	113,524.74		\$675.54	1,268.46	115,468.74
Meal .....	23,104.44			243.00	23,347.44
Corn .....	11,027.34				11,027.34
Rice .....	660.96	\$15,474.24			16,135.20
Beef .....	3,251.34			2,054.16	5,305.50
Butter .....	247.86	1,992.60	2,454.30	\$30.48	5,025.24
Cheese .....	2,041.20	111.78	719.28	14.56	2,886.84
Fish:					
Dried .....		88.88	36,474.30	539.46	37,062.64
Pickled .....			6,065.28	48.60	6,113.88
Oleo and lard .....	13,406.74			9.72	13,416.46
Pork .....	27,468.72			63.18	27,531.90
Groceries .....	3,863.70	7,844.04	87.48	1,098.36	12,893.58
Tobacco .....	4,218.48				4,218.48
Lumber:					
Pitch pine .....	6,687.36				6,687.36
Norway spruce .....	6,308.42		5,078.98	24.02	11,406.42
Cotton goods .....	3,324.98	94,148.06	97.20	286.00	97,856.24
Haberdashery .....	1,321.92	48,896.88	4.86	145.80	49,868.46
Hardware .....	2,668.14	12,847.84	77.76	463.70	16,057.44
Boots and shoes .....	4,884.30	8,019.00	972.00	72.90	13,948.20
Drugs .....	2,450.16	3,372.84			5,823.00
Oil meal .....	16,006.84				16,006.84
Kerosene oil .....	9,590.78			32.02	9,622.80
Shingles, cedar .....			2,094.94		2,094.94
Other imports .....	13,737.80	129,154.50	2,954.30	64,008.24	209,849.94
Total .....	280,748.94	321,394.66	57,756.22	70,707.50	730,607.32

EXPORTS.

Article.	United States.	England.	Canada.	Elsewhere.	Quantity.	Value.
Sugar.....pounds..	20,064,000	778,000	3,264,000	184,000	24,350,000	501,741.54
Molasses.....gallons..	175,450		15,070	22,880	213,400	17,676.82
Rum.....do.....		46,800		9,350	56,150	12,548.52
Other articles .....	\$3,484.62	\$1,453.14	\$34.02	\$80,530.20		85,501.98
Total value .....						617,467.86

*Comparison of trade for 1900 and 1901.*

IMPORTS.

Year.	United States.	England.	Elsewhere.	Total.
1900 .....	\$327,456.80	\$213,080.06	\$82,163.16	\$658,564.02
1901 .....	280,748.94	321,394.66	128,463.72	730,607.32

EXPORTS.

Year.	United States.	England.	Elsewhere.	Total.
1900 .....	\$333,799.38	\$10,706.58	\$184,758.08	\$479,264.04
1901 .....	438,144.70	11,647.36	172,775.80	617,467.86

*Quantities and values of principal articles of local produce exported during 1901 compared with 1900.*

Article.	1900.		1901.	
	Quantity.	Value.	Quantity.	Value.
Sugar.....pounds..	14,990,000	\$364,242.42	44,290,000	\$501,741.54
Molasses.....gallons..	164,890	7,285.14	213,400	17,675.82
Rum.....do....	30,900	10,035.90	59,550	85,501.98

### SUGAR EXPORTS.

The sugar season (1902) is now finished and the product practically all shipped, as per the following table of exports. Sugar brought the unprecedentedly low price of from £5 to £6 (or \$24.33 to \$29.19) per ton, some sales being made at even less than £5.

Molasses and rum, being by-products, were sold at a correspondingly low figure.

*Exports January 1 to October 1, 1902.*

Article.	United States.	England.	Canada.	Value.
Sugar.....pounds..	12,052,000	2,338,000	17,416,000	\$362,142.90
Molasses.....gallons..	47,393	25,630	59,840	5,970.88
Rum.....do....		85,650		2,776.06

The average prices obtained for the principal products exported for the years 1900-1902 were:

Article.	1900.	1901.	1902.
Sugar.....per ton..	\$48.66	\$41.86	\$26.00
Molasses.....per puncheon of 110 gallons..	17.03	9.00	4.86
Rum.....per puncheon of 150 gallons proof..	48.66	31.63	35.00

### TRADE CONDITIONS.

In order to obtain a consensus of opinion as to existing conditions of trade and the outlook for the future, a circular letter was sent to the leading merchants of this district, in which the following questions were asked; the answers received, being almost uniformly the same, are condensed below:

First. Do goods of American manufacture give general satisfaction?

Answer. They do.

Second. Do American goods come properly packed?

Answer. Generally speaking, yes, although groceries and dry goods in some instances come too lightly packed, causing breakage and loss.

Third. Has the supply of shooks, bags, etc., been equal to the demand and of proper kind?

Answer. A great scarcity of second-hand shooks existed this year, the price obtainable being very high in proportion to the price of bags. All shooks used here are imported from New York, and bags from India, via England. In some cases, the quality of shooks was poor. The bags are uniformly good.

Fourth. Would extensive advertising have as much weight as commercial travelers' visits?

Answer. No amount of advertising is as effective in these islands as the visits of commercial travelers.

Fifth. Do foreign houses offer better inducements to merchants than American, credits, quality, etc.?

Answer. No particular inducement is offered by European houses. The duty here is the same from one country as another, although, this being an English colony, English woollens, linens, haberdashery, etc., are considered better than American; otherwise little or no business is done here with European houses. All food stuffs used here are imported from the United States. Canadian flour has been tried, but has not given satisfaction, not keeping as well as that imported from the United States.

Sixth. What inducement does Canada offer over New York as a market for sugar?

Answer. Canada sends quicker returns, giving the planter the use of his money earlier; but the greater inducement lies in not having to pay for lighterage in Halifax. Price for price being equal, there is a gain of \$1.20 to \$1.80 on every ton of sugar sent to the Canadian market over that sent to New York, which accounts for the bulk of the crop being shipped to Canada this year.

Seventh. Has sugar been made this year at an actual loss to the owner in any instance?

Answer. Undoubtedly, yes; and in many instances. Some of the estates, however, on account of the large crops, have managed to pay expenses.

Eighth. What, in your opinion, is the outlook for sugar on these islands?

Answer. We look for an improvement in prices. Whether it will be sufficient to keep the cane-sugar industry alive is impossible now to say.

Ninth. Would the investment of American capital, as, for instance, in a central sugar factory, with a plant in conjunction for the manufacture of megasse into paper, or an American cotton gin, be welcomed or discouraged by the planters?

Answer. The general opinion is that central factories only will save the sugar industry, as there the sugar could be made much more cheaply than on the several estates and of a grade to bring a far better price than the Muscovado sugar now exported. The capital for this would hardly be forthcoming in St. Kitts. The valley of Basseterre would be an ideal spot for a central factory. Whether the amount of megasse in excess of that used for fuel would be sufficient to profitably make paper is questionable. If other fuel were used, there would be great quantities of megasse to utilize for paper, if it proved suitable. As to the cotton gin, one is at present ordered from England. American capital invested in any direction would of course be welcome.

Tenth. Would a subsidized mail service and parcel post to the United States benefit trade?

Answers. "A long-felt want." "A luxury which we fear must only be dreamed of." "It would benefit trade greatly."

#### GENERAL.

A diversity of opinion exists as to whether the transfer of the Danish West Indies to the United States will benefit the trade of the British West Indies, or prove harmful, through admitting the St. Croix sugar to the United States free of duty. The outcome is accordingly awaited with interest.

There have been no changes of late years in the tariff or harbor laws.

Should St. Thomas become a winter resort for Americans, it remains for some enterprising American to realize a fortune from a sanitarium at the hot sulphur springs on the historic island of Nevis.

JOSEPH HAVEN,  
*Commercial Agent.*

ST. CHRISTOPHER, *October 1, 1902.*

#### TRINIDAD.

Consul Alvin Smith sends from Trinidad a copy of a statement of trade specially compiled for the Toronto Exhibition by the Agricultural Society of Trinidad, from which the following extracts are taken:

Trinidad being almost exclusively an agricultural colony, but with its agricultural advantages confined to a very limited number of tropical products, is consequently

dependent upon other countries for many substances that could readily be produced in the island, and others which, for climatic and economic reasons, can not be produced. For manufactured goods, it almost entirely relies on external supplies. For these reasons, it imports large quantities of cereals generally, including flour, cattle foods, dairy products, meat and fish (preserved), cattle and sheep, fuel, building materials, furniture, textiles, hardware and machinery, boots and shoes, soap, malt liquor, whisky, brandy, and wines. The United States supplies nearly the whole of the bread, flour, meal, and pease consumed. Dairy products come chiefly from Denmark, Canada, and France. Cheese comes for the most part from the United States, which practically monopolizes the supplies of oleomargarine and lard. Owing to the difficulty of keeping fresh meat, the imports of preserved meat and fish are large; mutton comes alive from the United States and Canada. Trinidad depends upon Venezuela for its supply of oxen. The government has established a stock farm in Tobago, which is now a dependency of Trinidad. Deposits of coal have been found on government lands, and it is expected that the output may very soon be sufficient for the colony's ordinary requirements. The recent large increase in the imports of coal is due to the increased facilities for handling it and to a greater demand by calling steamers. The increase is altogether in American coal. Large imports of lumber, cement, bricks, slates, and galvanized iron are made yearly. Furniture is imported in nearly equal quantities from England and the United States. England is the chief source of supply of textiles and hardware. Leather is made locally, but the bulk of the supply is imported. Cheap and smart-looking boots or shoes are in demand, and quality and wear are points that receive less consideration. Last year's statistics show an increase in the imports of these goods from the United States. Soap is manufactured to a limited extent; blue-mottled soap is the kind most in demand. A brewery has been established for the manufacture of stout, which is the form of beer most in demand.

The figures in the following table show the value of the total import and export trade for the last five years:

1897 .....	£4, 156, 000=	\$20, 225, 174
1898 .....	4, 603, 000=	22, 400, 500
1899 .....	5, 108, 000=	24, 858, 082
1900 .....	5, 084, 000=	24, 741, 286
1901-2 .....	4, 514, 553=	21, 970, 072

The trade figures for 1901 are for the financial year ended March 31, 1902. The previous fiscal years ended December 31. The principal imports in 1901-2 with import duty were the following:

	Quantity.	From United States.	Import duty.
Bread .....	20, 170 barrels..	17, 845	24.3 cents per barrel.
Flour .....	200, 569 do.....	184, 324	81 cents per barrel.
Meal (not wheaten) .....	9, 638 do.....	9, 313	36.4 cents per barrel.
Pease .....	\$60, 203	\$47, 862	Free.
Potatoes .....	\$58, 763	Do.	Do.
Rice .....	19, 348, 697 pounds..	13, 901	52 cents per 100 pounds.
Dholl .....	2, 748, 907 do.....	Free.	Free.
Oatmeal .....	4, 344, 010 do.....	4, 344, 010	Do.
Oats .....	182, 951 bushels..	188, 510	8 cents per bushel.
Hay .....	\$16, 765	\$14, 781	5 per cent value.
Maize .....	49, 930 bushels..	44, 931	8 cents per bushel.
Butter .....	567, 846 pounds..	64, 729	2 cents per pound.
Oleomargarine .....	226, 510 do.....	222, 840	1 cent per pound.
Lard .....	1, 381, 630 do.....	1, 381, 204	Do.
Cheese .....	262, 692 do.....	172, 700	Do.
Milk (condensed) .....	\$68, 488	\$7, 168	5 per cent ad valorem.
Meats (preserved) .....	6, 006, 014 pounds..	5, 777, 263	Free.
Fish .....	7, 493, 878 do.....	745, 090	Do.
Oxen .....	6, 875 number..	Do.	\$2.43 each.
Sheep, goats, and pigs .....	24, 948 do.....	748	Free.
Coal and coke .....	28, 064 tons..	27, 172	Do.
Patent fuel .....	16, 443 do.....	Do.	Do.
Timber .....	11, 076, 692 feet..	8, 818, 160	\$2.02 per 1,000 feet.
Shingles .....	54, 750 number..	Do.	36 cents per 1,000 feet.
Cement .....	42, 692 barrels..	Do.	12 cents per barrel.
Bricks .....	374, 528 number..	125, 100	73 cents per 1,000.
Slates .....	142, 172 do.....	114, 000	\$1.01 per 1,000.
Furniture .....	\$67, 693	\$27, 014	5 per cent ad valorem.
Textiles .....	\$1, 500, 897	\$114, 309	Do.
Hardware .....	\$909, 987	\$235, 290	Do.
Leather (boots and shoes) .....	\$209, 079	\$57, 133	Do.
Soap .....	2, 503, 292 pounds..	246, 059	75 cents per 100 pounds.
Malt liquors (in bottles) .....	248, 575 gallons..	32, 395	14 cents per gallon.

The principal exports of Trinidad are: Sugar and its by-products, cacao, asphalt, cocoanuts, and cocoanut oil. The sugar exports have in twenty-five years decreased in value by 20 per cent, while cacao exports have increased 100 per cent and asphalt 500 per cent. The progress and development of these industries can be seen from the annual report of the collector of customs, from which the following figures are taken:

Period.	Annual average values.		
	Sugar.	Cacao.	Asphalt.
Five years ended—			
1880.....	\$3,896,200	\$1,494,016	\$111,930
1885.....	3,674,208	1,674,076	189,794
1890.....	3,479,548	2,365,119	326,066
1895.....	3,202,157	2,676,575	520,716
1900.....	3,017,230	3,231,356	666,711

The present prices of sugar are so much below the cost of production that this industry is in a very precarious condition.

Trinidad cacao has a very high reputation in the world's markets, and the general consumption is increasing every year. The following table shows the annual average quantities exported:

Period.	Great Britain.	United States.	Other countries.
Five years ended—	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1885.....	7,300,000	1,500,000	3,100,000
1890.....	8,500,000	3,400,000	5,700,000
1895.....	7,400,000	5,200,000	9,600,000
1900.....	9,200,000	6,700,000	10,200,000
Year 1901-2.....	9,400,000	9,300,000	11,400,000

Trinidad asphalt is unequaled as a paving material. It is found in many parts of the island, but the principal deposit is at La Brea, where there is an apparently inexhaustible supply. The pitch lake is 110 acres in extent, of unknown depth, and situated 130 feet above the level of the sea. The removal of 1,720,000 tons during the past thirty-four years has apparently made no impression on the lake. Liquid asphalt is found in other parts of the island, from which illuminating and lubricating oils can be distilled. Large deposits of mineral oil, containing naphtha, kerosene, and lubricating oils have recently been discovered. Glance pitch, used for electric insulations and for black varnishes, is also found.

The timber of the island is best suited for decorative cabinetmaking, except the cedar, which is exported chiefly for cigar-box manufacture.

The principal exports in 1901-2, compared with 1900, were:

Articles.	1900.	1901-2.	Export to United States, 1901-2.
Sugar..... cwt..	812,389	905,089	349,423
Molasses..... gallons..	777,279	482,762	34,885
Rum and bitters..... do.....	94,740	210,765	8,781
Cacao..... cwt..	271,284	269,299	82,408
Cocoanuts..... number..	9,585,098	10,242,707	2,689,868
Copra..... cwt..	8,378	8,248	.....
Cocoanut oil..... do.....	12,584	15,944	14,588
Asphalt..... tons..	168,752	143,896	99,185
Asphalt, liquid..... gallons..	2,062	20,492	6,200
Timber (chiefly cedar).....	\$62,800	\$42,723	.....
Rubber.....	\$258,416	\$246,617	\$4,868
Hides.....	\$222,316	\$61,362	\$19,196

## DANISH WEST INDIES.

## ANNEXATION.

The prevailing theme since the beginning of the year 1902 has been the question of annexation to the United States. This has not only been the source of gossip, but it has most seriously impressed itself on the business of the colony. The uncertainty has affected the volume of trade, and in many cases, it has occasioned suffering. The island of St. Croix is most seriously involved, on account of the condition of sugar interests, the prices in the United States market being so low that the present year's crop, though larger than the average, is bringing less than the cost of production. Many of the managers have been discharged and the estates placed in the hands of the overseers. Laborers are employed three days of each week, instead of five, as formerly, at 25 and 30 cents per day.

## COMMERCE.

It is, however, true that the United States has retained the bulk of the import trade into these islands. Last year, our proportion was much increased; this year it is still greater. Not only is our country more convenient of access, but dealers say that American goods are preferred.

Should the opening of the isthmian canal have the results for St. Thomas that are expected, the frequency of calls of steamers will bring business that must cause the introduction of machinery, and this in time will displace the strong, sure-footed donkey, mule, and mountain pony that now constitute the means of transit.

The hoe, and not the plow, is the principal farmer's tool, and the hoe weighs from 4 to 6 pounds. The sharp hillsides and stony ground will not permit the use of any other instrument. Inventive genius will in the end overcome this disadvantage and make the cultivation of the soil more easy.

## AGRICULTURE.

The land is most productive. The southern side and east end of the island suffer from drought, yet a shower or two will change the brown hills into beautiful green. Plants grow so abundantly that intelligent cultivation could make these hills a veritable garden of Eden. Reservoirs could be erected at comparatively small expense, and the side hills could be kept perpetually green. With proper development of the soil, the present population of St. Thomas could maintain itself from its agricultural products. It must be admitted, however, that to develop it would cost something.

Natural watersheds exist everywhere. An acre or two could be smoothed off, hardened by cement or otherwise, and made to convey into artificial reservoirs during the rainy season sufficient water to sustain all plant life on the land below.

These natural watersheds are the cause of the excellent health of the city to-day. The water drains from the hills through the city, flushing the gutters during the heavy rainfalls. There are five gutters 5 feet deep and 15 feet wide, about half a mile apart, and a dozen 2 by 4 feet in size.



## SANITARY.

Since 1872, when the Danish colonial government opened the canal or channel known as the "haul-over," there have been very few cases of yellow fever, and these were usually brought on by the imprudence of a European or an American. Exhausting exercise and bathing when greatly heated have been the cause of much of the fever.

There is no place on the island that especially favors the disease. There are no swamps and no spots where matter is permitted to decay. The incoming tide does not wash débris on the shore, while the force of the outflow, since the opening of the haul-over, cleans the harbor as perfectly as the great showers clean the city streets and the country roads.

The streets are strongly macadamized, the edges finished in blue flint stone and cement. They have withstood the hardest kind of service for years. The street department is well organized, and though surface drainage is used, the gutters are swept out every morning, and the city is both clean and healthy. The only disease that is common is a slow fever, usually acquired by exposure or an enfeebled condition.

## EDUCATION.

There are 12 private schools, which register 163 pupils. The instruction given is from the kindergarten to high school. Education is compulsory for children between the ages of 6 and 12 years.

Nearly all of the younger native population are able to read and write.

The total school population is:

Communal, St. Thomas.....	632
Parish, St. Thomas.....	772
Private, St. Thomas.....	163
Taught by tutors at home, St. Thomas.....	68
Of school age, not in school, St. Thomas.....	37
Schools on St. Johns Island.....	127
Grand total.....	1,799

## POSTAL RATES.

The colonial government, with the approval of the home Government, has inaugurated a general reduction of both domestic and foreign postage. For places over 300 nautical miles away, the charges for ordinary letters of 15 grams (one-half ounce) each have been reduced from 10 to 8 cents; for post cards, single, from 3 to 2 cents; for post cards, double, from 6 to 4 cents; for printed matter, each 50 grams (1½ ounces) from 2 cents to 1 cent; for documents, first 50 grams (1½ ounces) from 6 to 5 cents; registration fee, from 7 to 5 cents.

MAHLON VAN HORNE, *Consul*.

ST. THOMAS, *August 1, 1902.*

*Imports into St. Thomas, 1901-2.*

Country.	Linens.		Cottons.		Woolens.		Silks.		Mixed materials.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	1	\$10	6	\$56			2	\$25		
Germany .....	5	270	35	2,515	11	\$892			1	\$81
Great Britain .....	22	1,744	572	66,492	64	5,372	32	1,389	7	1,303
United States .....	1	14	224	6,762	76	14,971	5	31		
British West Indian colonies .....			78	3,609	6	11				
Dutch West Indian colonies .....			6	133						
France .....	9	175	33	2,848	1	28	9	229		
Total .....		2,213		82,415		21,274		1,674		1,384

Country.	Clothing.		Wheat flour.		Rye flour.		Corn meal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Barrels.</i>	
Denmark .....	40	\$652						
Germany .....	80	674			3	\$15		
Great Britain .....	125	3,269						
South American States .....	2	10						
United States .....	160	1,209	12,859	\$49,376	1,098	3,690	1,950	\$5,693
British possessions in North America .....	1	2						
British West Indian colonies .....	28	328	4	12				
Danish West Indian colonies .....	4	9						
North American West Indian colonies .....	1	5						
Dutch West Indian colonies .....	1	4	79	285			3	12
Haiti .....	2	10						
France .....	88	2,135						
Total .....		8,307		49,673		3,705		5,705

Country.	Beef, salted and smoked.		Tongues and sausages.		Pork, salted and smoked.		Hams.		Butter and margarin.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bbls.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>	
Denmark .....	1	\$2	148	\$1,505			2 } \$31	127		\$5,062
Germany .....			47	529			3 } 51	32		1,065
Great Britain .....	1	15	1	9	1	\$15	6 } 115	10		133
South American States .....	1	7						8		342
United States .....	206	1,611	16	203	418	5,605	198	4,337	98 } 529	820 } 5,287
British possessions in North America .....									765	4,799
North American West Indian colonies .....			1	9						
Dutch West Indian colonies .....									5	33
Total .....		1,635		2,255		5,620		4,634		17,531

## Imports into St. Thomas, 1901-2—Continued.

Country.	Cheese.		Lard.		Refined sugar.		Fish, salted and smoked.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>	
Denmark .....	13	\$42					6	\$30
Germany .....	3,066	4,127					40	435
Great Britain .....	4	56					10	48
United States .....	167	542	588	\$7,477	257	\$3,311	8	134
British possessions in North America .....	244	967					747	3,301
British West Indian colonies .....							410	59
Dutch West Indian colonies .....							36	185
France .....	2	5						
	4	11						
Total .....		5,750		7,477		3,311		4,192

  

Country.	Fish, pickled.		Beans and pease.		Wheat and corn.		Oats.		Groats.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bbls.</i>		<i>Bbls.</i>		<i>Bbls.</i>		<i>Bbls.</i>		<i>Kcgs.</i>	
Denmark .....	4	\$9			10	\$15	90	\$383	15	\$68
Germany .....	1	2	100	\$3					19	97
Great Britain .....	1	5			2,545	3,587	6	29	17	48
United States .....	20	96	554	4,597			218	636		
British possessions in North America .....	234	948	89	495			5	11		
British West Indian colonies .....	15	91	1	4	22	50				
Danish West Indian colonies .....	1	2					10	40		
North American West Indian colonies .....			5	62						
Dutch West Indian colonies .....			13	52	14	16				
Haiti .....					1	3				
Total .....		1,148		5,213		3,621		1,099		213

  

Country.	Yams and potatoes.		Bread.		Tea.		Canned goods.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bbls.</i>		<i>Bbls.</i>		<i>Cases.</i>		<i>Cases.</i>	
Denmark .....			4	\$12			73	\$743
Germany .....	1,194	\$947	1,050	1	137	\$394	164	1,183
Great Britain .....			46	819	80	1,845	437	3,535
Holland .....							25	137
United States .....	57	155	638	1,209	4	87	846	3,489
British possessions in North America .....	302	471	2	9			2	17
British West Indian colonies .....	466	679	4	7			32	296
Danish West Indian colonies .....	1	3					27	340
North American West Indian colonies .....	3	16					1	3
French West Indian colonies .....	2	6					6	50
Dutch West Indian colonies .....	750	1,346						
Haiti .....			1	3				
Africa .....	150	60						
France .....							135	1,079
Total .....		3,683		2,060		1,826		10,872

## Imports into St. Thomas, 1901-2—Continued.

Country.	Corks.		Copper.		Lead.		Iron.		Castings.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....							1	\$6		
Germany .....	4	\$36					30	446		
Great Britain .....	5	118	14	\$817	2	\$8	276	2,022	5,079	\$998
United States .....	2	115					11	2,562	572	60
British West Indian colonies .....							2	12		
Danish West Indian colonies .....							83	30		
France .....	37	360	1	20			2	13		
Total .....		629		837		8		5,081		1,058

Country.	Nails.		Bicycles.		Tin, sheet.		Hardware.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kgs.</i>		<i>No.</i>		<i>Cases.</i>		<i>Pkgs.</i>	
Denmark .....	8	\$36					4	\$258
Germany .....	21	106			5	\$79	59	1,098
Great Britain .....	72	357			30	108	456	7,500
United States .....	198	434	3	\$40	14	124	355	2,282
British possessions in North America .....	1	5					2	7
British West Indian colonies .....							4	37
Danish West Indian colonies .....	2	5						
North American West Indian colonies .....							1	10
France .....							64	700
Total .....		943		40		311		11,892

Country.	Earthenware and porcelain.		Shoe ware.		Saddlery.		Leather and skin.		Glassware.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	13	\$166	7	\$361			1	\$15	18	\$272
Germany .....	40	587	16	626			4	188	466	3,117
Great Britain .....	46	927	45	1,765	2	\$60			39	329
Italy .....	1	8								
South American States .....							3	77		
United States .....	11	44	485	16,342	21	143	42	1,487	213	936
British possessions in North America .....							2	99		
British West Indian colonies .....	1	7	5	34	1	26			1	24
Danish West Indian colonies .....			1	5	1	3	1	6	4	12
North American West Indian colonies .....							5	4		
French West Indian colonies .....							5	17		
Haiti .....	1	3								
France .....	3	143	13	554					2	44
Total .....		1,885		19,687		232		1,893		4,734

Imports into St. Thomas, 1901-2—Continued.

Country.	Paper.		Cards.		Lumber.		Shingles.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Denmark .....	<i>Pkgs.</i> 46	\$215	<i>Pkgs.</i> 1	\$4	<i>Pkgs.</i> 1	\$1	<i>Pieces.</i> .....	.....
Germany .....	102	569	.....	.....	.....	394	.....	.....
Great Britain .....	83	1,396	.....	.....	1	2	.....	.....
United States .....	589	1,030	1	27	{ 2,075 116,418 }	5,651	53,000	\$154
British possessions in North America .....	17	343	.....	.....	.....	.....	{ 161,550 3 }	266
British West Indian colonies .....	1	1	.....	.....	.....	.....	25,000	42
Danish West Indian colonies .....	7	159	.....	.....	{ 36 12,179 }	352	1,100	22
France .....	104	688	.....	.....	.....	.....	.....	.....
Total .....	.....	4,400	.....	31	.....	6,400	.....	484

  

Country.	Chalk.		Cement.		Hard-wood posts.		Bricks.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Denmark .....	<i>Barrels.</i> .....	.....	<i>Barrels.</i> 452	\$1,011	<i>Pieces.</i> .....	.....	<i>Pieces.</i> .....	.....
Germany .....	6	\$11	100	156	.....	.....	.....	.....
Great Britain .....	29	57	.....	.....	.....	.....	3	\$7
United States .....	.....	.....	1	2	.....	.....	.....	.....
British West Indian colonies .....	.....	.....	.....	.....	6	\$21	.....	.....
Total .....	.....	68	.....	1,168	.....	21	.....	7

  

Country.	Pottery.		Marble.		Tapestry.		Mats.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Denmark .....	<i>Pieces.</i> 1	\$91	<i>Pkgs.</i> .....	.....	<i>Pkgs.</i> 1	\$10	<i>Pkgs.</i> .....	.....
Germany .....	.....	.....	4	\$5	7	214	.....	.....
Great Britain .....	53	63	4	140	.....	.....	4	\$31
United States .....	.....	.....	1	13	3	20	1	7
British West Indian colonies .....	.....	.....	.....	.....	.....	.....	1	9
French West Indian colonies .....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch West Indian colonies .....	376	308	.....	.....	.....	.....	.....	.....
.....	858	38	.....	.....	.....	.....	.....	.....
Total .....	.....	500	.....	158	.....	244	.....	47

  

Country.	Grindstones.		Mineral water.		Whisky.		Brandywine.		Cordage.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
Denmark .....	<i>Pieces.</i> .....	.....	<i>Pkgs.</i> .....	.....	<i>Pkgs.</i> .....	.....	<i>Pkgs.</i> 19	\$330	<i>Pkgs.</i> .....	.....
Germany .....	.....	.....	68	\$287	35	\$65	81	134	17	\$156
Great Britain .....	36	\$21	32	140	1,440	4,896	.....	.....	130	946
United States .....	.....	.....	16	5	1,520	5,658	.....	.....	192	2,665
British West Indian colonies .....	.....	.....	1	11	40	136	.....	.....	1	1
Danish West Indian colonies .....	.....	.....	.....	.....	1	6	.....	.....	2	16
Dutch West Indian colonies .....	.....	.....	.....	.....	.....	.....	.....	.....	2	26
France .....	.....	.....	14	81	.....	.....	.....	.....	.....	.....
Total .....	.....	21	.....	524	.....	10,760	.....	464	.....	3,812

*Imports into St. Thomas, 1901-2—Continued.*

Country.	Wine.		Brandy.		Gin.		Spirits.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	4	\$50			25	\$84	28	\$480
Germany .....	243	3,078	11	\$13	4,026	4,208	484	7,801
Great Britain .....	336	2,796	84	1,264	255	991		
Holland .....					471	850		
Italy .....	52	479						
United States .....	4	173	50	461	50	119		
British West Indian colonies .....	7	23						
Danish West Indian colonies .....	6	238						
French West Indian colonies .....	208							
France .....	20	341						
	646	5,127	390	3,325				
Total .....		12,314		5,068		6,147		8,290

Country.	Liqueur.		Sherry cordial.		Beer.		Vinegar.		Rum.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Cases.</i>		<i>Pkgs.</i>		<i>Casks.</i>	
Denmark .....	9	\$56	65	\$301	1,167	\$4,891				
Germany .....	8,721	4,028	348	634	108	338	66	\$306		
Great Britain .....	39	181			691	3,290				
Holland .....	8	62								
Belgium .....					2	20				
South American States .....	3	3								
United States .....					92	377	15	50		
British West Indian colonies .....	390	3,092							215	\$6,081
Danish West Indian colonies .....									91	1,809
North American West Indian colonies .....									360	4,772
French West Indian colonies .....									2	85
Dutch West Indian colonies .....									5	5
Santo Domingo .....									1	17
France .....	108	724					7	124		
Total .....		8,141		935		8,916		479		11,719

Country.	Coffee.		Cacao.		Rice.		Tobacco leaf.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Bags.</i>		<i>Pkgs.</i>		<i>Pounds.</i>	
Denmark .....					300			
Germany .....	60	\$6	1	\$8	670	\$2,424		
Great Britain .....			1	33		3,015		
United States .....	63	606	2	52			82,190	\$7,060
British West Indian colonies .....			641	91				
North American West Indian colonies .....	3,268	269						
Dutch West Indian colonies .....	4,504	461	200	16			2,824	115
Haiti .....	28,122	2,494						
Santo Domingo .....	17,221	1,704	1,297	130				
Total .....		5,562		330		5,439		7,175

## Imports into St. Thomas, 1901-2—Continued.

Country.	Tobacco, man- ufactured.		Cigars.		Matches.		Spices.		Turtle-shells.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	<i>Pkgs.</i>		<i>No.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....	6	\$84	2	\$7	286	\$1,097	1	\$2		
Germany .....	19	246	173,400	2,388	37	692	23	286		
Great Britain .....	8	330	11,300	762	2	63	15	218		
Holland .....			10,500	122						
South American States..	6	1	1	81						
United States .....	26	641	2,250	1,050	26	141	14	96		
British West Indian colonies.....			16							
North American West Indian colonies.....	30	3	6	18			1	1	13	\$40
French West Indian colonies.....			78	11,757			2	16		
Haiti.....			792,368						14	40
Santo Domingo.....									10	30
									55	88
Total.....		1,306		16,130		1,993		619		196

Country.	Cotton.		Sugar, raw.		Molasses.		Fruit.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	<i>Bales.</i>		<i>Pounds.</i>		<i>Casks.</i>			
Great Britain .....	1	\$9						
United States .....	16	112						\$104
British West Indian colonies.....			767,739	\$19,896	1	\$3		1,345
Danish West Indian colonies.....			126,752	3,803	20	79		
French West Indian colonies.....					5	3		45
Dutch West Indian colonies.....			30,220	598	2	8		11
Haiti.....			2,742	78				32
St. Domingo .....								40
Total.....		121		24,369		93		1,577

Country.	Steam coal.		Paints.		Oil (sweet).		Kerosene.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	<i>Tons.</i>		<i>Cases.</i>		<i>Cases.</i>		<i>Cases.</i>	
Germany .....			25	\$215	261	\$2,272		
Great Britain .....	410	\$6,560	1,221	2,851	52	1,326		
United States .....	71,665	161,246	22	687	179	2,960	2,442	\$2,532
British possessions in North America .....	241	542	1	9				
Danish West Indian colonies.....			1	10				
Dutch West Indian colonies.....							10	14
France.....					878	2,633		
Total.....		168,348		3,722		9,191		2,546

*Imports into St. Thomas, 1901-2—Continued.*

Country.	Straw and straw work.		Soap.		Candles.		Starch.		Raisins and currants.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Cases.</i>		<i>Cases.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....			6	\$73						
Germany .....	80	\$186	7	99	337	\$920	1	\$3	8	\$46
Great Britain .....			6,392	11,819					5	36
Holland .....					425	776				
South American States .....							106	577		
United States .....	27	102	289	646	186	254	930	1,471	49	98
British possessions in North America .....			35	60					5	25
British West Indian colonies .....	2	1								
Danish West Indian colonies .....			1	3						
French West Indian colonies .....	2,264	68					2	10		
Dutch West Indian colonies .....	1	113					12	110		
France .....	26	345								
Total .....		815		12,200		1,950		2,171		200

Country.	Figs.		Prunes.		Dates.		Almonds.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Germany .....							5	\$37
Great Britain .....	5	\$29	9	\$83	6	\$23		
United States .....			12	47	30	79	2	9
France .....			7	44				
Total .....		29		174		102		46

Country.	Nuts.		Olives.		Sago.		Salep.		Vermicelli.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Cases.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Cases.</i>	
Germany .....	2	\$7			22	\$120			1	\$12
Great Britain .....			13	\$85	2		1	\$16		
Italy .....					14				150	96
United States .....	125	385			15	78			9	50
British West Indian colonies .....	30	99					40	254		
Danish West Indian colonies .....	3,009	30								
North American West Indian colonies .....							1	3	1	5
French West Indian colonies .....	1,127	11	11	31						
Dutch West Indian colonies .....	1	9								
Santo Domingo .....	600									
France .....	59	214					28	194		
	300	3	3	34					125	486
Total .....		758		150		212		467		649



## Imports into St. Thomas, 1901-2—Continued.

Country.	Gunpowder.		Straw hats.		Felt hats.		Drugs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Casks.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark .....			3	\$22	3	\$22	19	\$316
Germany .....	29	\$639	9	141	8	101	73	981
Great Britain .....			37	1,076	36	902	98	1,432
Italy .....							1	1
South American States .....			2	722				
United States .....	1	2	9	108	5	74	294	2,974
British West Indian colonies .....							8	128
Danish West Indian colonies .....			4	6			7	15
North American West Indian colonies .....	2	5	1	4				
French West Indian colonies .....							1	8
Dutch West Indian colonies .....			282	9				
Santo Domingo .....			2	66				
France .....			1	31				
			1	64	4	106	10	418
Total .....		646		2,249		1,206		6,271

Country.	Jewelry.		Perfumery.		Toys.		Poultry.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pieces.</i>	
Denmark .....	5	\$270	1	\$1	21	\$261	1	\$1
Germany .....	1	5	18	327	23	454		
Great Britain .....	16	249	36	1,254	104	4,356		
South American States .....	1	50						
United States .....	19	701	177	733	197	3,393	2	18
British West Indian colonies .....	3	117	1	3	8	85	96	25
Danish West Indian colonies .....								
North American West Indian colonies .....			1	60	3	17		
French West Indian colonies .....			22	837	2	37		
Dutch West Indian colonies .....							18	18
France .....	4	690	54	1,078	1	5	80	19
					27	1,384		
Total .....		2,082		4,293		9,992		81

Country.	Horses.		Horned cattle.		Sheep and goats.		Hogs and pigs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Number.</i>		<i>Number.</i>		<i>Number.</i>		<i>Number.</i>	
United States .....			6	\$200				
British West Indian colonies .....			850	10,144	900	\$1,085	334	\$1,333
Danish West Indian colonies .....	2	\$82			110	330		
North American West Indian colonies .....	2	60	70	1,468	5	5		
French West Indian colonies .....					9	17	1	4
Dutch West Indian colonies .....			6	100	49	88	16	52
Total .....		142		11,912		1,525		1,389

*Imports into St. Thomas, 1901-2—Continued.*

Country.	Turtles.		Oysters.		Furniture and looking-glasses.		Coach-makers' work.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Pkgs.		Pkgs.		Pkgs.		Pkgs.	
Denmark .....					2	\$238		
Germany .....					14	327		
Great Britain .....					6	321		
United States .....			13	\$43	277	2,103	16	\$282
British West Indian col- onies .....	1	\$4			1	6	6	24
Danish West Indian col- onies .....	250	26			12	60		
France .....					2	369		
Total .....		30		43		3,419		306

Country.	Pitch.		Tar.		Resin.		Turpentine.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Barrels.		Barrels.		Barrels.		Casks.	
United States .....	12	\$51	7	\$28	1	\$2	28	\$215
Total .....		51		28		2		215

Country.	Ship material.		Salt.		Woods.		Charcoal.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Pkgs.		Barrels.		Cords.		Bags.	
Germany .....	1	\$1,700						
Great Britain .....			10	\$19				
South American States ..	1	938						
United States .....	2	50	8	18				
British possessions in North America .....	1	300						
British West Indian col- onies .....	12	305	35	17	60	\$82	5,509	\$2,755
Danish West Indian col- onies .....							123	65
French West Indian col- onies .....	1	8						
Dutch West Indian col- onies .....	1	600	636	191				
Total .....		4,401		245		82		2,820

Country.	Ice.		Onions.		Sundries.		Total.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Tons.		Pkgs.		Pkgs.			
Denmark .....					30	\$194		\$22,240
Germany .....					69	185		57,408
Great Britain .....					34	963		151,451
Holland .....								1,947
Belgium .....								20
Italy .....					1	7		591
South American States ..								2,466
United States .....	813	\$309	38	\$107	154	1,269		359,581
British possessions in North America .....			138	378				13,234
British West Indian col- onies .....			108	309	37	61		52,485
Danish West Indian col- onies .....	3	20			4	27		7,656
North American West Indian colonies .....	8	122	84	126	1	16		19,664
French West Indian col- onies .....					1	1		969
Dutch West Indian col- onies .....			27	61				4,991
Haiti .....			20	52	22	52		2,679
Santo Domingo .....					1	3		2,089
Africa .....			100	80				140
France .....			395	241	16	448		26,748
Total .....		951		1,354		3,226		728,329

*Goods exported from St. Thomas to the United States during the year ended June 30, 1902.*

Articles.	Quantity.	Value.
Bay rum.....gallons..	1,744	\$953.18
Bay oil.....bottles..	24	101.38
Beeswax.....pounds..	1,379	305.50
Bitters (Angostura).....cases..	26	233.96
Books.....do.....	3	60.00
Calfskins.....number..	82	45.10
Cigars.....do.....	27,800	280.80
Champagne.....case..	1	12.00
Deerskins.....number..	82	4.40
Feet.....frames..	2	44.00
Food.....case..	1	8.00
Florida water.....cases..	100	212.50
Gin.....do.....	4	10.50
Goatskins.....number..	4,024	1,298.69
Hides.....do.....	126	143.85
Hats (Panama).....dozen..	6	97.85
Household effects.....cases..	9	223.17
Metal (copper).....sheets..	460	780.00
Nails (copper).....pounds..	296	94.20
Rum.....gallons..	1,064	593.19
Sheepskins.....number..	68	15.20
Sugar (Demerara).....bags..	98	561.52
Tobacco.....hogshead..	104	730.20
Tools.....pieces..	19	.....
Whisky.....cases..	2	47.04
Total amount of exports.....		6,813.73

#### REVENUES AND SHIPPING OF ST. THOMAS.

Mr. Van Horne sends from St. Thomas, August 12, 1902, the account of the customs revenues for the quarter ended June 30, 1902, as follows:

*Revenues of the customs of St. Thomas in the first quarter of the fiscal year 1902-3 (ended June 30, 1902), and the same for the corresponding period of the preceding year.*

Description.	1901.				1902.			
	April.	May.	June.	Total.	April.	May.	June.	Total.
Import duty .....	\$1,157.66	\$1,498.98	\$1,215.40	\$3,867.04	\$1,693.57	\$1,816.48	\$1,985.75	\$5,495.80
Ship dues .....	1,283.56	2,303.98	420.59	4,008.13	2,201.41	2,296.60	1,221.68	5,719.69
Dues on measure briefs .....	.....	.....	.48	.48	.....	.....	.16	.16
Consular fees .....	.....	.....	1.68	1.68	.....	.....	.....	.....
Total.....	2,441.22	3,797.96	1,638.15	7,877.33	3,894.98	4,113.08	3,207.59	11,215.65

First quarter 1902-3.....\$11,215.65  
First quarter 1901-2.....7,877.33

First quarter 1903 in excess of first quarter 1901-2.....3,338.32

*Vessels entered and cleared at the custom-house of St. Thomas during the first quarter of the fiscal year 1902-3 (ended March 30, 1902).*

Description.	Entered.							Cleared.						
	With cargo.			Cargo transhipped.	In ballast.	Total number.	Register capacity.	With cargo.			Cargo transhipped.	In ballast.	Total number.	Register capacity.
	Number.	Cargo landed here.						Number.	Cargo laden here.	Cargo imported per self.				
		Coal.	Other.											
	Number.	Tons. (a)	Tons. (a)	Tons. (a)			Tons.		Tons. (a)	Tons. (a)	Tons. (a)			Tons.
Boats .....	261				69	330	750	76				255	331	753
Sailing vessels:														
Registered tons—														
4 to 50 .....	63				56	119	2,454	61			26	54	115	2,418
50 to 100 .....	7		75		9	16	912	9	142		25	7	16	948
100 to 200 .....	1		196		1	1	196				1	1	1	196
200 to 300 .....					1	1	244				1	1	1	244
300 to 400 .....					2	2	739				2	2	2	739
Over 400 .....			1		3	3	1,840				4	4	4	2,825
Regular steamers .....	52	7	2,731	1,762	34	86	138,537	26	1,020		480	60	86	140,158
Other steamers .....	6	16,206	9		1	7	8,973	1			2	7	8	10,606
Vessels in distress .....	1				1	1	452							
Total .....	391	16,213	3,012	1,762	175	566	155,097	173	1,162		533	391	564	158,887

<sup>a</sup> Unknown.

### ST. CROIX.

*Imports into Christiansted, St. Croix, from April 1, 1901, to March 31, 1902.*

From—

Denmark direct .....	\$7,313
Denmark via St. Thomas .....	11,956
St. Thomas .....	33,091
United States .....	238,464
Other countries .....	84,451

Total valuation of imports ..... 375,275

*Exports from Christiansted, St. Croix, from April 1, 1901, to March 31, 1902.*

To—	Sugar.		Rum.		Molasses.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Pounds.		Gallons.		Gallons.	
Denmark .....			22	\$4.50		
St. Thomas .....	189,519	\$3,339.96	14.60	290.28	723	\$65.65
United States .....	9,847,533	177,254.79	11.54	220.30	5,987	598.70
Other countries .....	42,810	513.72				
	10,079,862	181,108.47	26.36	515.08	6,710	664.35

Total valuation of exports, \$182,287.90.

*Tonnage entered and cleared at port of Christiansted, St. Croix, during the fiscal year from April 1, 1901, to March 31, 1902.*

Entered:	Tons.	Cleared:	Tons.
No. 18. American .....	5,272	No. 17. American .....	4,938
No. 7. Danish .....	1,437	No. 6. Danish .....	1,204
No. 3. British .....	971	No. 3. British .....	971
Total .....	7,680	Total .....	7,113

A. J. BLACKWOOD,  
Consular Agent.

Statement showing value of goods imported into Fredericton, St. Croix.

Articles.	From Denmark.			From St. Thomas.			From United States.			From other foreign places.			Total value.		Total duty.
	Value.		Duty.	Value.		Duty.	Value.		Duty.	Value.		Duty.	Dutiable goods.	Duty-free goods.	
	Dutiable goods.	Duty-free goods.		Dutiable goods.	Duty-free goods.		Dutiable goods.	Duty-free goods.		Dutiable goods.	Duty-free goods.				
Duty-free goods.	.....	\$615	.....	\$6,183	.....	\$43,980	.....	\$6,210	.....	\$6,210	.....	\$56,938	.....	\$56,938	.....
Goods under fixed duty	\$461	461	\$30	1,569	\$118	151,699	\$12,979	3,694	8,694	\$235	\$157,423	157,423	\$13,362	.....	\$13,362
Goods under 5 per cent duty	1,103	1,103	56	1,118	2,838	56	20,871	1,046	2,976	2,976	26,068	1,720	27,788	1,308	1,308
Goods under 12½ per cent duty	7,709	7,709	965	811	17,662	2,107	56,863	7,111	42,458	42,458	123,881	811	124,692	15,493	15,493
Goods under 1½ per cent duty	.....	.....	.....	.....	.....	.....	75	1	.....	.....	75	.....	75	1	1
	9,278	615	9,893	1,051	28,262	2,281	229,508	21,137	49,128	6,210	55,338	5,695	307,447	59,469	30,164

## DUTCH WEST INDIES.

I regret to have to report, as in the last two years, a deplorable depression in all kinds of business on account of the revolution in Venezuela, of which country this island is virtually, so far as commerce is concerned, a dependent. The depression has affected all branches of trade, and real-estate values have dropped to an alarming extent. I see no hope of improvement till the war shall cease.

## CROPS.

A larger rainfall during the last so-called rainy season led to some increase in the local crops, relieving to an extent the distress of the rural population, but it was far from what might have been if recent experience had not curtailed planting and sowing. There is small encouragement to plant where crops mature only once in four or five years.

## TRADE.

I find no marked change in the proportion of American to total imports. It remains more than half, but future increase is likely to be slow. There are still some classes of goods in which the force of habit and long usage give the European seller an advantage. The European producer seems somewhat more ready than the American to adapt his goods to the tastes, habits, and prejudices of his foreign customer.

I have nothing to suggest as to methods of packing. Few complaints on that score have come to my notice.

The town is full of Venezuelan refugees. Their supplies come mainly from the United States.

A cargo of coal, 3,000 tons, was recently brought here from England, All the rest of the coal during the last year has been American.

I give below a statement of imports for 1901.

*Imports into Curaçao for the year 1901.*

Aloes .....	\$1,718.00	Lumber .....	\$16,361.20
Beer .....	3,724.40	Meal (wheat, rye, and corn) ..	108,460.40
Brandy .....	7,102.00	Merchandise .....	201,613.60
Cheese .....	8,396.00	Provisions .....	30,100.40
Cigars and cigarettes .....	17,881.60	Rum .....	16,616.80
Coal .....	33,436.00	Straw hats .....	249.60
Corn .....	10,407.60	Sugar .....	41,422.00
Coffee .....	20,186.40	Sundries .....	235,634.00
Dividivi .....	41,689.60	Tobacco .....	15,784.40
Dry goods .....	34,924.40	Wine .....	5,417.20
Gin .....	9,338.80	Wood (mahogany, hard, and dye) .....	5,572.00
Goatskins .....	2,126.00		
Hides .....	466.40		
Ice .....	1,640.00		
Liqueurs .....	226.40		
			870,495.20

## TARIFF.

Duties remain the same—generally 3 per cent. They do not produce sufficient revenue, and various local taxes have been resorted to to make up the deficiency.

## COMMUNICATIONS.

Cable service remains expensive and is often interrupted.

Steamboat and mail services are better than ever before. The Red "D" Line keeps up a weekly in place of the former trimonthly service to and from New York, and the Royal Dutch Mail Line continues its bimonthly service, which connects not only with New York, but with the whole Spanish Main.

## MONETARY SYSTEM.

The monetary system spoken of in my last annual report is continued, but it is clumsy, unsatisfactory, and obstructs business. The larger Dutch coins are speedily gathered up and returned to Amsterdam; there is no banking system; the bulk of payments, large or small, has to be made in the colonial 4 and 10 cent coins, and these are very scarce. The cost of living has increased 8 per cent, measured in American money. The redeeming feature is that the Government is behind the circulating medium, and was not under the old mercantile-paper system.

## AMERICAN ENTERPRISES.

The several enterprises inaugurated by the late Consul Leonard B. Smith have all passed to Dutch or island ownership. These are the pontoon bridge across the entrance of the harbor, the waterworks, the electric-light works, the ice works, and the coal wharves. Curaçao is indebted to Mr. Smith for many modern improvements. His death necessitated the sales. Mr. A. B. Smith, however, is retained as manager of the waterworks and coal yards, while the manager of the electric-light plant is a graduate of one of our technical schools.

## WAGES.

The usual labor wage is a gilder, or 40 cents American, a day. Many work for less and find occupation only half the time. The stevedores get 50 cents a day, and do more work than those on the Spanish main who are paid \$2.50 a day.

## POSTAL RATES.

Postage to our country is 10 cents per half ounce, twice as much as from the United States here. Correspondents expecting replies should remember this. They can not send the Curaçao 10-cent stamp, but they can send the American 10-cent piece or the American postage stamp, and the person addressed can turn these into at least 9 cents, and will usually reply, as he often will not without the inclosure.

ELIAS H. CHENEY, *Consul*.

CURAÇAO, *October 31, 1902.*

## SANTO DOMINGO (DOMINICAN REPUBLIC).

The hopeful outlook for the commerce and industry of this Republic which was noted in my report of last year has been altered by the revolution of April last.

## TRADE.

Business in all lines has suffered, and it is difficult, if not impossible, to obtain official or reliable statistics. The following, taken from the *Gaceta Oficial*, gives the exports of the Republic for the year 1901:

*Exports for the year 1901.*

Articles.	Quantity.	Export value.
Sugar.....pounds..	101,193,622	\$2,699,141.55
Cacao.....do.....	11,985,275	1,211,274.84
Wax.....do.....	298,097	67,426.37
Coffee.....do.....	3,365,014	227,741.51
Tobacco.....do.....	12,252,800	617,117.00
Hides.....do.....	404,984	40,706.22
Honey.....gallons..	77,020	20,988.00
Bera.....tons.....	1,424	14,552.00
Mahogany logs.....feet..	257,426	18,042.71
Mahogany crutches.....do..	6,875	931.30
Horns.....pounds..	3,590	261.00
Cedar wood.....feet..	74,243	2,190.00
Campeachy wood.....tons..	2,512	20,097.95
Espinillo wood.....feet..	56,116	2,894.04
Goatskins.....do.....	7,597	32,250.71
Mulberry wood.....tons..	192	2,365.00
Dividivi.....do.....	1,181	80,623.22
Lignum-vitæ.....do.....	693	18,757.60
Tortoise shell.....pounds.	128	499.50
Marmalade.....gallons..	90,408	1,158.00
Lignum-vitæ gum.....pounds.	8,293	2,460.20
Live animals.....number.	355	6,988.80
Cut soles.....pounds..	300	80.00
Orange peel.....barrels.	68	580.60
Sugar cane.....tons.....	170	980.00
Pomegranates.....do.....	5	20.00
Cocoanuts, dry.....number.	11,000	200.00
Vegetable wool.....sacks..	60	150.00
Rum.....gallons..	4	4.00
Various articles.....		4,676.52
Bananas.....bunches..	482,275	145,422.50
Total value.....		5,190,036.64

A comparison of these figures with those in my report of last year shows a falling off in the value of exports of \$815,827.58. This decrease in the value of the exports is mainly due to the fall in price of many of the articles exported, principally sugar, tobacco, and cacao.

The following shows the exports of the Republic to the port of New York for the first seven months of this year.

Articles.	Pounds.	Value.	Articles.	Pounds.	Value.
Sugar.....	101,531,929	\$1,840,298	Lemons.....		1
Cacao.....		156,957	Wood.....		32,813
Coffee.....		46,649	Old metal.....		1,635
Wax.....		13,414	Honey.....		1,595
Cocoanuts.....		309	Pineapples.....		13
Shells.....		243	Rosin or gum.....		138
Horns.....		160	Tobacco.....		12
Hides.....		59,160	Money.....		400
Fibers.....	36,970	3,600	American goods.....		1,220
Bananas.....		26,737			
Pamphlets.....		5	Total.....		2,185,559



## REVENUES.

The following shows the revenues derived from the imports and exports for the six months ended June 30, 1902.

IMPORTS.<sup>a</sup>

Santo Domingo .....	\$240, 750. 57
Azua .....	20, 492. 71
Barahona .....	407. 06
Macoris .....	94, 915. 89
Sanchez .....	97, 212. 96
Samana .....	18, 311. 70
Puerto Plata .....	270, 630. 57
Monte Cristi .....	21, 447. 11
Comendador .....	345. 98
<b>Total .....</b>	<b>764, 514. 55</b>

EXPORTS.<sup>a</sup>

Santo Domingo .....	\$4, 956. 50
Azua .....	769. 86
Macoris .....	9, 893. 10
Sanchez .....	26, 140. 41
Samana .....	2, 979. 68
Puerto Plata .....	16, 714. 35
Monte Cristi .....	891. 18
<b>Total .....</b>	<b>62, 345. 02</b>

## TARIFF.

A recent change has been made in the tariff of importations, as noted below:

## SCHEDULE.

For every 50 kilos (110.2 pounds):	American gold.
Sugar of 94° to 98° purity .....	\$2. 00
Sugar under 94°, and molasses .....	1. 50
Cacao .....	10. 00
Tobacco .....	10. 00

The minimum tariff will be applied to all the goods of any country in which the above articles are not taxed more than 20 per cent of the above value or in which the introduction of said products is free; the moderate tariff where a tax of 21 per cent to 30 per cent of the above is levied; the recharge tariff on goods coming from countries where the above-indicated Dominican products are taxed 31 per cent to 40 per cent of the value expressed above; the maximum tariff where more than 40 per cent is charged or where their introduction is prohibited.

The recharge of duties which articles must pay from countries where more than 20 per cent of the above is levied on Dominican products will be applied as follows: Ten per cent four months after the promulgation of this decree; 30 per cent seven months after; 70 per cent ten months after; the whole one year after.

The following decree regarding the importation and sale of revolvers and cartridges seems to be rather stringent, and may work a hardship to vessels entering this port:

The sale and the importation of cartridges are prohibited under penalty of \$100 gold fine for every weapon and for every dozen or fraction of a dozen of cartridges. The importer and the captain of the vessel in which they are imported are equally

<sup>a</sup> For the above figures, I am indebted to the courtesy of Mr. Julio Senior, agent of Belgian creditors of the Dominican Government.

obliged to pay this fine. Fifty per cent of said fine goes to the informer and the other 50 per cent to the treasury. In case of insolvency, the transgressors will be condemned to six months' imprisonment. All arms and cartridges taken will be confiscated and placed in the arsenals of the Republic.

## SUGAR INDUSTRY.

The outlook for the sugar industry is rather gloomy. Several of the smaller estates that ground last year have been abandoned, and there has been no increase in the acreage.

It seems also that the experiments made in cotton growing have not been satisfactory.

C. L. MAXWELL, *Consul-General*.

SANTO DOMINGO, *October 25, 1902.*

## PUERTO PLATA.

As will be seen by the following tables, the trade of this district for the year 1901—the latest period for which figures are available—shows no great change from that of 1900. Tobacco, the principal crop, fell off considerably, but cocoa showed a marked increase.

*Exports from Puerto Plata for the years ended December 31, 1900 and 1901.*

Articles.	Quantity.	
	1901.	1900.
Tobacco.....pounds..	10,584,200	14,962,540
Coffee.....do.....	2,236,825	2,260,968
Cocoa.....do.....	3,020,845	2,249,878
Hides.....do.....	111,660	88,920
Sugar.....do.....	263,199	278,498
Wax.....do.....	79,459	76,706
Rustic.....tons.....	180	59
Goatskins.....dozen.....	3,824	2,807
Mahogany logs.....feet.....	31,783	262,524
Bananas.....bunches.....	812,776	200,000
Divi divi.....pounds.....	254,112	198,462
Honey.....gallons.....	12,145	16,607
Satinwood.....feet.....	20,120	14,666
Cedar.....do.....	23,743	14,681
Granadilla.....pounds.....	2,000	.....
Mahogany crutches.....number.....	25	3,550
Old metal.....pounds.....	883	850
Cow horns.....number.....	1,885	886

Value, 1901, \$1,190,164; 1900, \$1,125,684.

The exports to the United States—principally bananas, cocoa, goat-skins, and hides—amounted in value to \$247,942, an increase over 1900 of \$80,922.

*Imports into Puerto Plata for the years ended December 31, 1900 and 1901.*

Articles.	Value.	
	1901.	1900.
Merchandise, ironwork, provisions.....	\$851,665	\$866,117

The imports from the United States, consisting chiefly of flour, codfish, herring, lumber, and coal, amounted in value to \$378,900, an increase over the preceding year of \$75,654.

*Vessels arriving and clearing from Puerto Plata in 1901.*

Nationality.	Sail.		Steam.		Total tons.
	Number.	Tons.	Number.	Tons.	
British .....	3	473	20	10,638	11,111
French .....			12	18,674	18,674
German .....			36	64,880	64,880
Norwegian .....			5	1,940	1,940
Spanish .....			4	7,055	7,055
United States .....	5	1,690	33	60,999	62,389
<b>Total .....</b>	<b>8</b>	<b>2,163</b>	<b>110</b>	<b>163,886</b>	<b>166,049</b>

The prospects of trade this year are not very brilliant. Owing to the low price of tobacco in Hamburg, its only market, many merchants who bought the larger part of the growing crop have lost heavily.

The yield of bananas this year has been very small on account of a hurricane which, in September last, injured the northern side of this island. For the coming year, however, the crop promises to be early and large.

THOS. SIMPSON, *Consul*.

PUERTO PLATA, *October 10, 1902.*

# SOUTH AMERICA.

## ARGENTINE REPUBLIC.

### BUENOS AYRES.

I give below a variety of statistical tables relating to the commerce of Buenos Ayres with other countries during the year 1901 and first six months of year 1902, from which an idea may be formed of its extent and progress and the bearing it may have upon the interests of the United States. It is a proper subject of congratulation that our trade with this port has largely advanced, and when the United States has direct steamship communication with this city, there is no telling what the increase of business will be.

#### *Imports and exports for 1901.*

Total imports ..... \$113,959,749  
Total exports ..... 167,716,102

Increase in imports over 1900, \$4,187,000.

Increase in exports over 1900, \$13,115,690.

The imports and exports for 1901 were distributed as follows:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Africa .....		2,891,259	Italy .....	\$14,736,108	\$4,318,950
Germany .....	\$16,724,549	21,479,882	Holland .....	573,419	1,758,831
West Indies .....	43,679	366,183	Paraguay .....	1,767,744	216,063
Belgium .....	8,688,657	13,457,731	United Kingdom .....	36,460,808	29,920,759
Bolivia .....	138,732	541,049	Uruguay .....	679,236	8,710,663
Brazil .....	4,886,047	9,702,488	Other countries .....	244,083	8,915,913
Chile .....	111,076	568,173	Shipments to order .....		29,807,780
Spain .....	8,912,586	2,181,713			
United States .....	15,533,639	9,296,454	Total .....	113,959,749	167,716,102
France .....	9,969,541	28,687,121			

Thus it will be seen that the United States sold to Argentina \$2,095,110 in excess of 1900. It is also seen that the exports to the United States in 1901 exceeded by \$2,413,691 those of 1900.

The countries showing an increase in the import and export trade in 1901 over 1900 are:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Germany .....	\$88,936	\$1,409,749	Italy .....		\$14,796
West Indies .....	24,040		Holland .....	\$399,586	
Belgium .....	657,777		Paraguay .....		54,440
Bolivia .....	16,310		United Kingdom .....		6,030,073
Brazil .....	444,170	3,516,951	Uruguay .....		1,408,064
Spain .....	220,538		Other countries .....	24,533	1,353,566
United States .....	2,095,110	2,413,691			
France .....		9,629,161	Total difference ..	4,187,000	13,115,690

The countries showing a decrease in the import and export trade in the year 1901 are the following:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Chile .....	\$13, 188	\$301, 830	Italy .....	\$188, 396	
France .....	938, 826		Holland .....		\$2, 152, 151
Africa .....		\$49, 011	Paraguay .....	98, 304	
West Indies .....		72, 068	United Kingdom .....	2, 221, 945	
Belgium .....		4, 623, 154	Uruguay .....	41, 213	
Bolivia .....		37, 697	Shipments to order .....		4, 711, 342
Spain .....		567, 678			

The following are the imports and exports for the first six months of the year 1902, compared with the same period of 1901:

Total imports for first six months:	
1901 .....	\$56, 619, 775
1902 .....	51, 243, 230
Total exports for first six months:	
1901 .....	97, 776, 764
1902 .....	105, 203, 781

The imports for the first six months of the year 1902 were distributed as shown below:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Africa .....		\$3, 722, 808	Italy .....	\$6, 385, 522	\$2, 252, 231
Germany .....	\$6, 662, 169	14, 681, 834	Holland .....	291, 129	2, 274, 317
West Indies .....	4, 929	808, 310	Paraguay .....	766, 962	106, 064
Belgium .....	3, 281, 177	9, 082, 333	United Kingdom .....	18, 809, 613	19, 041, 487
Bolivia .....	62, 145	454, 700	Uruguay .....	426, 031	1, 418, 172
Brazil .....	1, 930, 330	3, 900, 134	Other countries .....	172, 636	4, 727, 870
Chile .....	86, 427	320, 568	Shipments to order .....		19, 152, 333
Spain .....	1, 538, 832	785, 735			
United States .....	6, 297, 312	5, 671, 041	Total .....	51, 243, 230	105, 203, 781
France .....	2, 528, 086	17, 297, 765			

The exports, by articles, for the year 1901, were—

Wheat .....	tons..	904, 289	Preserved beef .....	tons..	947
Maize .....	do...	1, 112, 290	Glycerin .....	metric tons..	235
Linseed .....	do...	338, 828	Extract of beef .....	do...	217
Flour .....	do...	71, 742	Butter .....	do...	1, 510
Wool .....	do...	228, 358	Bone dust .....	tons..	4, 437
Sheepskins .....	do...	41, 120	Guano .....	metric tons..	816
Cowhides:			Tripes, salted .....	do...	1, 907
Dry .....	do...	26, 647	Tripes, dry .....	metric tons..	81
Salted .....	do...	28, 158	Birdseed .....	tons..	891
Dry and salted horsehides,			Oatmeal .....	do...	3, 333
tons .....		317, 928	Wheat meal .....	metric tons..	58
Jerked beef .....	tons..	24, 296	Potatoes .....	tons..	656
Frozen wethers .....	do...	44, 904	Wine .....	quarts..	1, 004
Tallow .....	do...	33, 368	Rice flour .....	metric tons..	428
Frozen beef .....	do...	63, 013	Linseed cakes .....	tons..	9, 308
Hair .....	do...	2, 563	Cedar wood .....	cubic feet..	4, 203
Goatskins .....	metric tons..	1, 827	Quebracho sleepers .....	number..	93, 938
Bones .....	tons..	27, 502	Marble .....	metric tons..	1, 169
Dry hay .....	do...	95, 120	Copper in bars .....	do...	101
Sugar .....	do...	49, 412	Minerals:		
Bran .....	do...	92, 630	Of copper .....	do...	515
Extract of Quebracho .....	do...	4, 310	Of copper and silver,		
Quebracho wood .....	do...	198, 919	metric tons .....		156
Nutria skins .....	metric tons..	1, 199	Of copper, silver, and gold,		
Ostrich feathers .....	do...	60, 145	metric tons .....		87
Fish oil .....	do...	362, 565	Of iron .....	metric tons..	569

<b>Minerals:—Continued.</b>				Salt.....bushels..	36, 149
Of silver....metric tons.	25			Carpincho skins....number..	25, 356
Of silver and gold .do....	3			Old iron .....	9, 939
Of silver, gold, and lead,				Old rags .....	187
metric tons.....	68			Live cattle.....number..	119, 189
Of lead.....metric tons..	158			Live sheep.....do.....	25, 746
Lead products .....	6			Live horses.....do.....	9, 761

The value of the chief articles exported during the year 1901 was as follows:

Articles.	Value.	Articles.	Value.
Live animals .....	\$3, 084, 755	Forestal products .....	\$2, 821, 496
Meat, hides, wool, etc.....	10, 954, 487	Mining products .....	408, 440
Animal products .....	5, 154, 226	Hunting products .....	940, 141
Animal residue .....	624, 974	Various products .....	1, 393, 515
Cereals, hay, etc.....	63, 108, 999		
Sugar, flour, etc.....	6, 704, 101	Total.....	167, 716, 102
Oil cake, bran, and other residue...	1, 787, 999		

The value of the chief articles imported during the year 1901 was—

Articles.	Value.	Articles.	Value.
Live animals .....	\$202, 648	Lumber .....	\$5, 736, 192
Food stuffs .....	10, 954, 487	Wooden manufactures.....	1, 604, 386
Tobacco .....	3, 037, 287	Paper and its products.....	3, 043, 329
Spirits of all kinds .....	7, 090, 563	Leather and its products.....	1, 141, 806
Silk goods .....	1, 732, 575	Iron and its products .....	21, 724, 443
Woolen goods .....	6, 180, 183	Other metals and their products...	3, 356, 862
Cotton goods .....	16, 924, 602	Glass, stoneware, pottery, etc....	10, 155, 132
Other soft goods.....	8, 109, 818	Various .....	3, 445, 358
Oils of all kinds.....	4, 503, 658		
Chemical and medicine products...	4, 114, 802	Total.....	113, 959, 749
Paints, inks, etc .....	843, 008		

The principal exports, by articles, during the first six months of the year 1902 were—

Live cattle.....number..	52, 185	Tallow.....tons..	27, 468
Live sheep.....do....	43, 912	Bones.....do....	15, 027
Live horses.....do....	9, 711	Linseed.....do....	320, 377
Frozen wethers.....tons..	39, 426	Maize.....do....	394, 202
Hair.....do....	1, 136	Hay.....do....	49, 446
Goatskins.....metric tons..	772	Wheat.....do....	515, 118
Sheepskins.....tons..	17, 389	Sugar.....do....	13, 841
Ox and cow hides:		Flour.....do....	15, 729
Dry.....do....	8, 747	Bran.....do....	54, 976
Salted.....do....	19, 886	Extract of Quebracho wood,	
Dry and salted horsehides, num-		tons.....	4, 528
ber.....	183, 649	Quebracho wood in logs..tons..	127, 557
Wool.....tons..	145, 787	Nutria skins.....metric tons..	429
Jerked beef.....do....	12, 051	Ostrich feathers.....do....	22
Frozen beef.....do....	31, 625		

The following table of imports for the past ten years shows a division according to character:

Year.	Imports.		
	Perishable.	Reproductive.	Total.
1892.....	\$60,226,686	\$25,161,524	\$85,388,210
1893.....	68,456,694	27,648,665	96,105,359
1894.....	61,056,940	31,667,162	92,724,102
1895.....	71,355,665	23,500,067	94,856,732
1896.....	72,905,614	37,152,398	110,058,002
1897.....	66,070,818	32,128,130	98,208,948
1898.....	69,624,971	37,803,929	107,428,900
1899.....	77,639,364	39,211,307	116,850,671
1900.....	76,285,489	37,199,580	113,485,069
1901.....	75,019,120	38,940,629	113,959,749

The imports and exports for the first six months of the past ten years, were—

Year.	Imports.	Exports.	Year.	Imports.	Exports.
1893.....	\$47,579,680	\$70,217,883	1898.....	\$49,553,375	\$81,632,845
1894.....	49,901,244	61,416,868	1899.....	57,452,942	89,050,762
1895.....	42,972,125	67,095,759	1900.....	56,527,693	94,099,151
1896.....	51,772,647	70,000,980	1901.....	56,619,775	97,776,764
1897.....	49,703,779	64,492,930	1902.....	51,243,230	105,208,781

#### WOOL.

Argentina produces a great quantity of wool, of which 75 per cent is of the white-faced long-wool sheep (Lincoln and Leicesters), 20 per cent of Merinos, and 5 per cent of black-face and "criollo" sheep. The average clip per sheep is 5½ pounds.

The average yield of Buenos Ayres wool when washed is as shown:

Region.	Merino.	Longwools.
Buenos Ayres:	<i>Per cent.</i>	<i>Per cent.</i>
North.....	34 to 40	48 to 60
West.....	32 to 42	50 to 58
Southwest.....	34 to 42	50 to 60
South.....	36 to 46	50 to 75
East.....	40 to 46	52 to 75
Chubut and Santa Cruz.....	30 to 34	38 to 48

The following table shows the exports of wool in bales for the past five years:

Destination.	Year ended June—				
	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-02.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Dunkirk.....	190,439	218,222	158,449	187,173	170,980
Antwerp.....	81,841	66,471	116,698	80,257	82,561
Hamburg.....	86,280	91,619	45,442	79,470	97,119
Bremen.....	43,606	35,719	36,202	11,814	2,188
Genoa.....	19,221	7,852	10,818	5,090	4,779
United Kingdom.....	24,222	18,138	21,749	43,896	28,086
United States.....	12,908	11,391	21,666	24,708	31,030
Bordeaux.....	4,186	440	1,744	3,624	3,128
Havre.....	14,248	12,259	5,227	13,698	5,538
Marseille.....	5,046	7,007	5,875	2,112	2,198
Barcelona.....	93	83	869	.....	117
Rotterdam.....	94	.....	496	53	.....
Total.....	481,583	464,201	424,224	451,892	427,518

## BEEF-SALTING FACTORIES.

Before the establishment of beef-salting factories, or "saladeros," grease from "boiled down" animals, tallow, and hides were the only exportable animal products. The first "saladero" was established in the first quarter of the nineteenth century, and since then this industry has been so steadily increasing that the 15 factories existing have slaughtered in the past four years the following cattle for preparing "tasajo" (jerked salt beef):

1898.....	340, 100
1899.....	315, 400
1900.....	329, 400
1901.....	403, 000

The markets of Brazil and Cuba demand "tasajo" or jerked salt beef, and this can be produced only at the "saladero," which buys much lighter and leaner cattle than exporters and freezers purchase.

The total production of "tasajo" (jerked salt beef) since 1898 has been as follows:

Country.	1898.	1899.	1900.	1901.
	<i>Head.</i>	<i>Head.</i>	<i>Head.</i>	<i>Head.</i>
Argentina.....	340, 100	315, 400	329, 400	403, 000
Uruguay.....	673, 000	828, 200	747, 700	684, 600
Brazil.....	340, 000	270, 000	232, 000	210, 000
Total.....	1, 353, 100	1, 413, 600	1, 309, 100	1, 297, 600

The "saladeros" or beef-salting factories of Uruguay and Rio Grande (Brazil) slaughtered from 100,000 to 250,000 steers imported from Argentina.

## MEAT-FREEZING FACTORIES.

The first meat-freezing station was started by the River Plate Fresh Meat Company, in the year 1883, at Campana, in the province of Buenos Ayres. The following year the works of the "Compania Sanninena de Carnes Congeladas" were started in Barracas, in the suburbs of Buenos Ayres, and in 1886 the Las Palmas Produce Company erected another station at Zarate, province of Buenos Ayres. These three factories have handled the frozen meat trade of Argentina. From the year 1883, when 17,165 frozen sheep were exported, the shipments have increased steadily, and in 1901 about 100,000 tons of frozen meat were sent, this representing 46 per cent of the frozen meat imports of Great Britain, the remainder having been brought from Australia and New Zealand.

Since 1880, when the frozen-meat trade started with a shipment of 400 sheep from Australia, the number of sheep imported into the United Kingdom in a frozen state has increased enormously, and in 1901 the import of lamb and mutton carcasses amounted to 7,094,782, as follows:

From—	Number of sheep.	Percent.
Argentina.....	2, 634, 105	37. 00
New Zealand.....	3, 284, 119	45. 50
Australia.....	1, 226, 558	17. 50



The frozen-meat trade during the last few years, and especially in the two years since the closure of European ports to Argentine live stock, has increased to a great extent, and during the latter period, the three freezing factories have exported to the United Kingdom more bullocks than were exported, both alive and dead, in any previous year, as the following table will show:

Year.	Sheep.			Cattle.		
	Dead.	Alive.	Total.	Dead.	Alive.	Total.
1896 .....	1,768,206	839,381	2,107,587	7,092	66,081	73,123
1897 .....	2,096,196	948,189	2,443,385	11,468	73,909	85,377
1898 .....	2,397,387	430,075	2,827,412	16,500	89,368	105,868
1899 .....	2,394,718	382,080	2,776,796	27,000	85,366	112,366
1900 .....	2,332,837	178,969	2,511,806	62,266	38,562	100,828
1901 .....	2,634,106	.....	2,634,106	116,445	.....	116,445

The imports of frozen beef into the United Kingdom during the year 1901 amounted to 741,938 quarters, equal to 185,484½ bullocks, which were supplied from the following countries:

From—	Number of quarters.	Per cent.
Argentina .....	440,864	59.50
New Zealand .....	160,774	21.60
Australia .....	140,300	18.90

The Argentine companies have many advantages over the Australian and New Zealand companies:

First. The voyage from Argentina is only half that from Australia and New Zealand.

Second. The size and number of the works are in proportion to the meat exported.

Third. The concentration, shipping, and selling are in fewer hands.

Fourth. An extra weight of meat is carried in relation to the number and capacity of steamers in the trade.

Fifth. Stock is produced more cheaply.

The first advantage claimed can readily be seen, as freight is regulated by the distance to be covered, and the nature of the cargo renders it imperative that the temperature be kept low, any mishap to the machinery placing the cargo in jeopardy.

Other points may be explained as below:

During 1901, 36 steamers carried 97,750 tons of frozen meat from 3 freezing factories in Argentina, while 36 steamers carried 75,890 tons of frozen meat from 25 freezing stations in New Zealand, and 65 steamers carried 36,931 tons of frozen meat from 16 freezing stations in Australia.

The following table shows these points even more clearly.

Country.	Exported.	Number of steamers.	Average weight.	Number of stations.	Average per station.
	Tons.		Tons.		Tons.
Argentina .....	97,750	36	2,665	3	32,583
New Zealand .....	75,890	36	2,386	25	3,036
Australia .....	36,931	65	573	16	2,308

The following table shows the actual capabilities of the Argentine, Australian, and New Zealand freezing stations, reckoned by the killing capacity of sheep per day:

Country.	Number of stations.	Output per day.	Days per year.	Total possible output per year.
		<i>Tons.</i>		<i>Tons.</i>
Australia .....	16	2,150	300	10,291,000
New Zealand .....	25	1,870	300	14,010,000
Argentina .....	3	6,000	300	5,400,000
Total .....	44			29,701,000

Land and labor are cheaper and the climate milder in Argentina than they are in New Zealand and Australia, and the Argentine prairies are not subject to such severe droughts and have richer pastures than the Australian.

The figures given show that Argentina is working under better conditions than the British colonies. Its three stations have less expense in administration, their output is greater, and they are therefore enabled to pay, in proportion, enhanced values to the farmer.

During 1901, great efforts were made in Buenos Ayres to start other freezing companies, and at the beginning of 1902 two new companies were formed, which will probably commence working about the end of the year at La Plata and Barracas, province of Buenos Ayres. Chilled beef shipments will probably soon constitute one of the principal items of Argentine trade. The River Plate Fresh Meat Company started this trade in 1901, exporting in that year 29,919 quarters of beef. From January 1 to May 31, 1902, it exported 38,148 quarters.

The price of chilled beef in the British market is much higher than frozen beef, and the expenses of transport are lower than those incurred with live cattle.

#### DAIRYING.

Dairying was done on a very limited scale until recent years. Since 1890, it has been developed, owing principally to the efforts of the "Lecheria La Martona" and the "Lecheria Granja Blanca," which have so energetically pushed the business that, in a short time, it will probably become one of the most important branches of the animal industry. There are at present 11 great butter and cheese factories which buy the milk and cream from the farmer, and, after covering internal consumption, turn the balance into butter for export, competing favorably with Danish and Dutch products.

Strong efforts are being made at the present moment to develop dairying. Farmers are rapidly turning their best cattle into dairy cows, creameries are being established in the provinces of Buenos Ayres, Entre Rios, Santa Fe, and Cordoba, and cooperative dairying concerns, which yield very fair profits, are being constantly formed. The export of butter, which in 1895 was only 880,070 pounds, rose to 3,322,391 pounds in 1901, and will certainly be more than ten times that amount in a very few years.

#### FLOUR.

In 1895, there were 659 mills of all systems distributed throughout the country, in the following provinces:

River provinces: Capital, Buenos Ayres, Santa Fe, Entre Rios, and Corrientes.. 270  
Provinces of the interior: Cordoba, San Luis, and Santiago del Estero..... 93

Andine provinces: Mendoza, San Juan, La Rioja, and Catamarca .....	160
Northern provinces: Tucuman, Salta, and Jujuy .....	117
National territories: Neuquen and Rio Negro .....	19

Total ..... 659

The development of the milling business may be said to date from 1880, from which period up to 1895 there were built 306 additional mills, distributed as shown:

River provinces .....	190
Provinces of the interior .....	33
Northern provinces .....	33
Andine provinces .....	41
National territories .....	9

Total ..... 306

The 659 mills may be subdivided as below:

Steam mills .....	234
Hydraulic mills .....	303
Mixed power (steam and water) .....	17
Animal power mills .....	105

Total ..... 659

The motive power of the mills run by steam and water amounts to 10,500 horsepower. The census valuation of the mills, including buildings, sites, machinery, and accessories, is about \$27,000,000, an estimate which may be regarded as very conservative when the cost of modern machinery is taken into consideration. The general figures given by the census as to the number of mills have not varied much since 1895, as during the intervening period very few installations have taken place and the small increase is counterbalanced by the closure of others. The nearest estimates made by those who at different times have made a study of the situation of the milling industry agree that the total productive power per annum is between 1,000,000 and 1,200,000 tons, of 2,205 pounds to the ton. The figures relating to the consumption of flour, which may be accepted as correct, show approximately 450,000 tons, in which there is included the home consumption of flour and an exportation equal to that of 1901, which reached some 72,000 tons. The great difference between the consumption and the productive capacity is the cause of the difficulties through which the milling industry is now passing. The mills are mostly equipped with machinery imported from England, France, Germany, and Austria, and this facilitates the production of a first-class article, to which the good quality of the wheat harvested in Argentina largely contributes. If American machinery were placed in these mills, the flour would be among the best in the world. The systems in use are those employed in other countries using modern machinery.

The flour is supplied for home consumption put up in bags holding 90 kilos (198 pounds) each, the bags being made here of imported canvas.

The exportation has greatly increased, rising from 18,849 tons in 1892 to 71,742 tons in 1901. The principal consuming market—in fact, the only one of any importance for Argentine flour—is Brazil. The small quantities sent to Europe are of an experimental character. The export business is not usually carried on by the miller, who sells his flour for cash to the exporting houses and supplies the particular grade they require. There are, however, a few millers who export

direct to Brazil. The usual package for exportation is a bag made of hempen canvas, of special quality, with a capacity of from 22 to 44 kilos (48 to 96 pounds).

It is impossible to prognosticate the future of Argentine wheat exportation, but it is possible that exportation to Brazil will fall off, owing to the protective measures extended to the mills of that country. Diminution, however, in exports to Brazil will no doubt be covered by greater exportation to Europe. A new mill on an extensive scale is now being erected in the port of Buenos Ayres by the Belgian Company of Mills and Elevators. This mill, which will be the largest in South America, will turn out 2,500 sacks of flour of 90 kilos (198 pounds) every twenty-four working hours, and the reduced cost which larger production means, combined with its position, will certainly enable it to compete with similar products from other sources in the European markets.

Production is expensive in Argentina, owing chiefly to the cost of installation and fuel, the high price of lubricating material, and the heavy taxes imposed on mills.

#### WINE.

Although there has been a considerable increase in the manufacture of wines in Argentina during recent years, the total production does not exceed 40 per cent of the internal consumption, which last year amounted to 2,500,000 hectoliters (66,000,000 gallons), of which 500,000 hectoliters (13,200,000 gallons) were imported, and 800,000 (21,120,000 gallons) were manufactured from artificial ingredients in imitation of French and Spanish wines. In view of the numerous complaints as to the laxity in the administration of the law for the repression of frauds of this character, the Government is now adopting stringent measures to prevent them.

Mendoza and San Juan are the most important centers of the wine industry. In these two provinces there are respectively 450 and 240 "bodegas" (cellars) out of a total of 1,000 in the whole Republic, the remainder being distributed over Cordoba, La Rioja, Catamarca, Entre Rios, and other provinces and territories. Recent statistics in relation to the Andine provinces (Mendoza and San Juan) show a decided increase in the number and extent of vineyards and in the quantity of wine produced; the number and area of the vineyards of Mendoza on the 31st of December, 1901, being the following:

Locality.	Hectares.	Acres.	Number of vines, first class.	Number of vines, third class.
Capital.....	497	1,128	648,347	437,735
Guaimallen.....	3,176	7,848	6,998,986	1,633,148
Maipu.....	5,023	12,412	16,138,669	1,285,724
San Martin.....	1,257	3,106	11,925,394	1,080,565
Junin.....	813	2,009	1,816,767	496,488
Rivadavia.....	804	1,987	1,752,636	376,901
Santa Rosa.....	239	591	255,696	219,258
Lavalle.....	69	170	408	70,980
Las Heras.....	722	1,784	22,404	92,683
Belgrano.....	1,306	3,227	1,396,065	555,208
La Paz.....	50	123	3,151,234	641,075
Lujan.....	2,558	6,321	8,304,327	555,506
Tupungato.....	8	7	.....	9,440
Yunuyan.....	60	148	.....	62,270
San Carlos.....	94	232	199,488	73,851
San Rafael.....	472	1,166	856,337	384,883
Total.....	17,149	.....	43,456,756	7,975,714

The vines which come under the heading of first class in the above table have an aggregate value of \$32,592,568, and the plants of the second have a value of \$1,785,428, being, respectively, appraised at the rate of 75 and 60 cents per vine. These figures, however, although derived from official sources, can not be taken as entirely accurate, as it has been shown that many plantations in the province of Mendoza, measuring together some 7,000 hectares (17,297 acres), have not been registered, in order to avoid the payment of taxes.

The subjoined table gives the quantity of wine forwarded by rail to other parts of the country from the Andine provinces for the period 1894-1901, inclusive:

Year.	Mendoza.		San Juan.	
	<i>Hectoliters.</i>	<i>Gallons.</i>	<i>Hectoliters.</i>	<i>Gallons.</i>
1894	227,613	6,008,363	135,342	3,570,380
1895	314,947	8,314,000	443,429	11,706,525
1896	496,207	13,099,365	196,005	5,190,372
1897	476,314	12,574,690	208,386	5,501,390
1898	625,914	16,524,130	176,834	4,648,418
1899	882,901	23,305,946	248,591	6,562,802
1900	848,006	22,400,558	322,736	8,520,230
1901	982,098	26,927,387	267,307	7,064,266

In the eight years (1888-1895), the area planted with vineyards increased from 25,654 hectares (63,391 acres) to 33,459 (82,677 acres); in 1900 it was 36,000 hectares (88,956 acres), valued at \$9,500,000 gold. There is a school of viniculture in Mendoza which is supported by the national Government. Phylloxera has not spread among the vines. The total capital represented in 1895 amounted to \$25,529,808, and in 1901 to \$36,000,000.

The tax on natural wines is 2 cents per liter (1.0567 quarts), and in 1899, 121,200,653 liters (128,072,730 quarts) paid this tax, and in 1900 125,076,954 liters (132,168,817 quarts). The tax on artificial wines is from 4 to 14 cents per liter. In 1899, 1,621,075 liters (1,712,990 quarts) paid tax, and 833,776 liters (881,151 quarts) in 1900. The total amount received by the Government was \$3,692,467.81 in 1899 and \$3,624,805 in 1900.

On January 1, 1901, the stock of wine in the "bodegas" (cellars) was 8,650,000 gallons. The low price of land in the wine-growing districts, the small cost of planting and fencing, and the cheapness of labor, open a wide field for profitable development of the wine industry.

#### DISTILLERIES.

This industry is passing through a severe crisis, owing chiefly to the heavy internal tax of \$1 per liter (1.0567 quarts) imposed on manufactured alcohol, and as a result to the existence of a number of illicit stills operating in various parts of the country.

There are three classes of distilleries in Argentina: (a) Those distilling from cereals; (b) those distilling from molasses, and (c) those producing from wine residues. In the first class there are 42, representing a capital of \$20,000,000; in the second class there are 79, representing a capital of \$3,500,000, and some hundreds, of practically no importance, are in the third class.

The grain distilleries are regarded as model establishments by European visitors, owing to the excellent plants in use and the high quality of their products. The latest mechanical and chemical improvements

have been introduced, and considerable advance has been made in the application of the Pasteur system to the rectifying of the spirit and in the treatment of microbes.

In its first stages, the local distilling industry was favored by exemption from duty on all alcohol manufactured in the country, but a heavy internal tax was subsequently imposed upon both manufactured and imported alcohol. This tax is still in force, and has led to the wholesale manufacture of impure alcoholic beverages, which naturally affect the sale of the higher priced and better liquors, leading also to reduced revenue to the treasury. (A proposal to deal with this question by special legislation is now before Congress). Since 1891, the following rates of taxation have been imposed on alcohol of 95° Guy-Lussac:

	Per liter. <sup>a</sup>
1891.....	\$0.07
1893.....	.20
1895 (January).....	.15
1895 (October).....	.30
1897 (January).....	.35
1897 (November).....	.60
1898 (October).....	<sup>b</sup> 1.00

#### TOBACCO.

Tobacco has been grown in the provinces of Tucuman and Corrientes for many years. In 1872, the number of hectares under cultivation throughout the Republic was 3,461 (8,552 acres); in 1888 this was reduced to 3,234 (7,991 acres), but in 1895 it increased to 15,795 (39,029 acres).

#### IRON AND STEEL.

These industries are gradually assuming greater importance in the country, where there are at present nearly 200 foundries and about the same number of repair shops.

There are also several local establishments producing small steam engines and boilers, while some of the railroad and tramway companies construct a large proportion of their passenger and freight cars in the country, the wheels being the only parts imported. Iron safes, locally made, are rapidly taking the place of the foreign article, and the imports in this direction have decreased by nearly 50 per cent since 1899.

#### MATCHES.

There are several factories producing matches in wood and wax, but the bulk of the local trade in this commodity is in the hands of one limited company. There is an excise tax of 1 cent per box containing not more than seven dozen matches, either national or imported. Wooden matches pay half this tax.

#### QUARRIES.

To the south of the province of Buenos Ayres there are several stone quarries, many of which are being successfully worked, while in the Chubut territory good stone for paving purposes is found in large quantities. The famous marble and onyx quarries, from which the material for the magnificent staircases of the Buenos Ayres Jockey Club and the New York Life Insurance Company's building in

<sup>a</sup> 1.0567 quarts.

<sup>b</sup> Still in force.

Paris were supplied, are situated in the upper provinces of the Republic, and only need careful development to open up a large and profitable industry.

### AGRICULTURE.

In furnishing the data relating to Argentine agriculture, recourse has been had to a variety of sources, owing to the fact that a complete statistical record of the progress of agriculture in the country has only been established since the creation of the ministry of agriculture in 1898.

According to the agricultural census of 1888, the area under cultivation comprised 2,460,000 hectares (6,078,660 acres), which, in the year 1891-92, increased to 2,996,048 hectares (7,403,116 acres). Wheat, maize, and linseed represented 70 per cent of the cultivated area.

The census of May, 1895, gives a total of 4,835,620 hectares (11,948,817 acres) under cultivation. More recent figures are given below.

#### *Area under cultivation in 1890 and 1900-1901.*

Crop.	1890.	1900-1901.	Crop.	1890.	1900-1901.
	<i>Acres.</i>	<i>Acres.</i>		<i>Acres.</i>	<i>Acres.</i>
Wheat.....	2,970,705	8,351,360	Sugar cane.....	58,489	113,883
Maize.....	2,089,798	3,101,960	Vines.....	71,943	109,589
Barley and rye.....	107,469	197,680	Tobacco.....	12,832	31,372
Linseed.....	143,375	1,522,252	Rice.....	3,783	6,919
Canary seed.....	3,017	15,320	Various.....	471,326	877,205
Alfalfa.....	1,487,184	3,088,750			
Peanut.....	28,872	58,728	Total.....	7,398,293	17,474,363

The following table shows the agricultural production of the economic divisions of the country:

#### *Crop of 1900-1901.*

Province.	Wheat.		Linseed.		Oats.		Barley.	
	<i>Acres.</i>	<i>Metric tons.</i>	<i>Acres.</i>	<i>Metric tons.</i>	<i>Acres.</i>	<i>Metric tons.</i>	<i>Acres.</i>	<i>Metric tons.</i>
Buenos Ayres...	1,960,406	761,942	259,391	91,084	27,529	8,385	7,287	2,367
Santa Fe.....	3,037,425	700,506	826,621	229,332	425	87	4,902	1,499
Cordoba.....	1,257,101	417,640	180,872	45,694	277	149	1,678	757
Entre Rios.....	538,100	84,350	108,278	23,844	1,490	349	2,170	546
Total.....	6,798,081	1,964,438	1,370,162	389,954	29,721	8,970	16,087	5,739

The table below gives the results of the maize crop:

#### *Maize crop 1901-2.*

Province.	Acres.	Tons.	Province.	Acres.	Tons.
Buenos Ayres.....	1,683,287	1,360,271	Salta.....	49,420	40,000
Santa Fe.....	1,093,089	479,720	Jujuy.....	3,781	6,120
Entre Rios.....	200,640	2,418	Chaco Territory.....	4,401	8,802
Corrientes.....	92,180	7,461	Formosa Territory.....	524	1,048
Cordoba.....	86,663	31,344	Misiones Territory.....	9,569	10,547
Santiago del Estero.....	30,028	36,456	Los Andes Territory.....		
San Luis.....	32,642	20,806	Neuquen Territory.....	100	400
Tucuman.....	52,701	31,197	Pampa Territory.....	9,800	16,000
Mendoza.....	19,622	14,905	Rio Negro Territory.....		
San Juan.....	12,160	10,740	Chubut Territory.....		
La Rioja.....	40,853	49,599			
Catamarca.....	16,353	7,272	Total.....	1,405,806	2,184,165

## PASTORAL FARMING.

Pastoral farming in Argentina is a highly profitable business, for the reasons that the value of land and the expenses of caring for stock are much lower and the climate milder than elsewhere.

The profits obtained from pastoral farming naturally depend on the capital invested, as, owing to the system of breeding, the expenses are relatively lower as the number of stock is greater; that is to say, the cost of tending 1,000 head of cattle would be about equal to the expenses required for 500, and the cost of tending 2,000 would scarcely be 15 per cent higher than it would be for 1,000.

Pastoral farming is carried on in three different ways: (a) On purchased land; (b) on rented land; (c) in association with land and stock owners.

The following are the prevailing conditions under which persons with small capital usually commence pastoral farming in the province of Buenos Ayres:

The owner of the land provides a house, pens, troughs, the necessary camp to carry stock, and 800 sheep; the shepherd buys 800 sheep more, takes charge of the whole flock, and provides his own food (mutton excepted, which is taken from the flock, old ewes, or inferior sheep). Whatever the flock yields is divided equally between the landowner and the shepherd after deducting the shearing and dipping expenses, which are advanced by the landowner. The shepherd, however, is allowed to sow such vegetables as he may require for his family, to keep poultry, cows, and bees, and to plant fruit trees. Contracts of this nature are generally made for three years. At the end of every year, the produce of wool, wethers, sheep, and skins sold is divided. At the end of the contract, the shepherd may either take his capital in sheep or renew the contract.

The necessary capital for this plan would be:

800 sheep, at \$1 .....	\$800
6 horses, at \$15 .....	90
Furniture, utensils, and general expenses for first year .....	250
Total .....	1,140

With this capital and with sheep shearing from 5½ to 6 pounds of wool, the shepherd's part of the net annual profit may be estimated at from \$450 to \$500, without counting what he could make out of butter, cheese, poultry, honey, etc., or, if his family is capable of minding his flock, from cattle work at neighboring farms, which is paid at the rate of \$1 or more per diem.

## IMMIGRATION.

The immigration law of Argentina affords abundant inducements to laborers of all classes. Its provisions were originally framed with a view to attracting an essentially agricultural population to the provinces of the Republic, where vast areas of rich soil are at the disposal of the national and provincial governments; but modifications have since been introduced which offer equal advantages to the skilled or unskilled laborer in all branches. The department is under the chief control of a director general of immigration, who has organized depots and agencies in many European countries and in the United States,



while employment and labor offices have been established at different points in this Republic for the purpose of procuring work on a liberal scale of wages for all immigrants who may apply for same. Every immigrant, on furnishing proof of conduct and fitness for the particular occupation he may desire, is provided on arrival with board and lodging at the expense of the Government for a period of five days, and in cases of serious illness, until recovery. This, however, does not apply to immigrants contracted for by the Government for the formation of a colony, these being provided for, together with their wives and children, until the date fixed for their departure to their appointed destination. The agents abroad are instructed to supply the fullest information to applicants, and on being satisfied as to their character and qualifications, to give them all facilities, including free passage to the Republic.

During 1901, 90,127 immigrants from overseas landed at various ports of entry in the Republic, which, together with the number of persons who otherwise entered its territory, aggregate 160,582. Comparing these figures with those of other nations, it will be found that Argentina ranks second among the countries of the world in its power of attracting immigrants, its only rival in this respect being the United States. A table given below shows that the proportion for 1901 of the immigrants to the population of Argentina was 18 per 1,000, as against 6 per 1,000 in the United States.

The 90,127 immigrants referred to above came from their respective countries in the following proportions:

Italy .....	54,886
Spain .....	14,778
Brazil .....	8,206
France .....	8,193
Germany .....	2,581
Great Britain .....	784
Belgium .....	246
Portugal .....	116
Various .....	337
<b>Total .....</b>	<b>90,127</b>

In the previous forty-four years, from 1857 to 1900, inclusive, there were 1,935,077 immigrants from overseas and 735,216 via Montevideo (all exclusive of first-class passengers). The immigration of known nationality during that period was supplied by the following countries:

Italy .....	1,198,550
Spain .....	361,079
France .....	162,636
Great Britain .....	34,031
Austria .....	31,608
Switzerland .....	24,873
Germany .....	27,834
Belgium .....	19,082

The explanation of the wide difference between the number of Italian and other immigrants is to be found in the fact that the climate, soil, language, and other conditions in Argentina are similar to those obtaining in Italy, while the national religion is also Roman Catholic.

*Comparative table of the superficial area, population, and proportion of immigrants in the United States and Argentina*

Description.	United States.		Argentina.	
Superficial area, square miles .....		2,993,860		882,478
Population .....	77,395,000		4,794,149	
Immigration during 1901 .....	487,918		90,127	
Square kilometers per immigrant .....	15	5.7	32	12.3
Immigrants per square kilometer (.3861 square mile).....	63		32	
Immigrants per 1,000 inhabitants .....	6		18	

#### COMMERCE.

The departments of national commerce and industries are under the administration and direct control of the minister of agriculture. The commercial conditions of the Republic are highly favorable. Argentina has immense areas unpopulated and uncultivated, with an excellent climate and exceptional productive powers. Her splendid ports, large rivers, and relative proximity to Europe, Africa, and the Pacific enable her to successfully compete with other countries in the supply of raw materials, live stock, frozen meat, and cereals. During the month of April of the current year, the minister of marine placed two Government transports at the disposal of the minister of agriculture and commerce, for the purpose of carrying Argentine products to South Africa as a test in the matter of opening a new market. The first of these transports has already arrived at Cape Town with a cargo of 6,000 tons. The official statistics relating to values, particularly in regard to exports, are necessarily to some extent inaccurate, as in many cases the duties imposed are simply ad valorem, the values being fixed by the Argentine custom-house. Flour is valued in the tariff law at \$10 gold per ton, and on this basis the ad valorem duty is established, although its real value is perhaps six times greater. The same applies to hides and wool, while in the matter of imports, articles which vary largely in quality and cost are set down under one valuation.

Commerce in Argentina is governed by tariffs and laws of a protective character, which are so drafted that they may be applied to meet the changed circumstances arising out of the adoption of a more stringent protective policy in any other country. As an illustration of this form of legislation, I cite article 69 of the custom-house law now in force, which provides as follows:

The duties on import established in this law constitute the minimum tariff for merchandise or products of any nation which applies a similar tariff and does not augment its duties on imports from the Argentine Republic, or establish duties on articles which at present are free of duty, or largely reduce the tariff at present in force regarding similar articles from other countries, or, finally, places obstacles in the way of importation of Argentine products by reason of restrictive measures. In any of the above cases, the executive power is authorized to apply to the merchandise or products proceeding from any such nation the maximum tariff, the duties fixed therein being 50 per cent higher than those stipulated in the minimum tariff, and 15 per cent on articles which at present are imported free of duty.

The executive power is likewise authorized to grant special reduction, not exceeding 50 per cent of the tariff in force at the time, on articles from countries which in the opinion of the executive power accord equivalent advantages to this country. \* \* \* This concession, however, can only be granted on the condition that the Argentine Government reserves the right to cancel the same at any time, giving six months' notice to that effect.

## ANALYSIS OF INDUSTRIES.

The manufacturing interests have advanced considerably since 1895, but the greatest increase has been in the capital of the Republic—Buenos Ayres—which is practically the manufacturing center of the country. I give below a résumé of the industries and products:

**Alimentary substances:** Oil, nourishing preparations, preserves of all kinds, starch, confectionery, chocolate, sausages, macaroni, biscuits and cakes, liquors, cheese, and butter.

**Wearing apparel and dress:** Shirts, ties, gloves, laundries, corsets, tailoring, hats, walking sticks, umbrellas, textures, linen, laces, boots and shoes.

**Construction:** Pottery, sawmills, shipbuilding yards, lime and cement works, carpenter shops, various constructions, bricks, kilns, marble work, tiles, mosaic pavements, waxwork, plaster of paris, and repairing shops.

**Furniture and adjuncts:** Billiard tables, bags, baskets, carriages, carts, mattresses, gilding, cabinetmaking, brushes, brooms, feather dusters, furniture, musical instruments, saddlery, tapestry, awnings and sails, cooperage and turnery.

**Artistic work and decorations:** Sculpture, pictures, seals, jewelry, watches, silver work, metal latticework, ornamental gas fittings.

**Metallurgy and branches:** Knife grinding, gunsmithing, brass work, sanitary appliances, casting metal, machine shops, wire netting, blacksmithing, etc.

**Chemical products:** Soap making, tallow, gunpowder, glycerine, candles, acids, and chemical products in general.

**Descriptive art and branches:** Bookbinding, cardboards, photographs, printing, and lithography.

**Various:** Electricity, optics, lamps, cigars, matches, blacking, paints and varnishes, tanning enamel work, iron safes.

The industries which have attained the greatest development are generally those using the home-grown raw materials. Some of them have for some years past competed favorably with the imported articles, and in many cases the latter has been driven out of the market. This applies especially to food products. Factories producing articles for wear have increased in number, notably those making boots, shoes, hats, and woven goods. In the making of pottery, lime, cement, and tiles, the output has greatly increased, the materials used being chiefly home products. Hydraulic cement is almost entirely an imported article. Artistic and ornate work, excepting that of jewelers, watchmakers, and silversmiths, is a new industry. Metal casting has much improved, and lighting apparatus of all kinds are being made. In metal work, Argentina has some good artisans, but the material has to be imported. There are mines of copper, iron, lead, etc., but these have not been exploited. The leading manufacturers of chemicals employ elements produced in the country, as in candles, soap, glycerine, and sheep dips, and these are beginning to be exported. There are two factories making sulphuric acid, and another for various acids, and salts. Boric acid and carbonate of soda are also made in small quantities. In artistic engravings, great strides have been made and the work in many cases will bear comparison with similar productions in Europe. The tanning industry has grown considerably, particularly in the direction of shoe leather, which hitherto has been mostly imported.

There are no precise data showing the increase of various industries except those in the capital of the Republic; but as the manufacturing interests are almost confined to the capital, the following figures will convey some idea of industrial development since the year 1855. The numbers are those of factories established in the different years:

*Classification of factories in the capital of Argentina.*

Class.	1855.	1895.	1901.
Food stuffs.....number..	224	1,253	1,548
Clothes and wearing apparel.....do.....	278	2,708	3,307
Construction.....do.....	247	1,098	1,254
Furniture.....do.....	157	1,193	1,568
Artistic and ornamental.....do.....	72	421	488
Metallurgy.....do.....	143	944	1,185
Chemical products.....do.....	39	132	236
Engraving.....do.....	14	238	488
Various.....do.....	92	462	892
Total.....	1,265	8,439	10,966

At present, there are no statistics affording an insight into the effect on national consumption caused by the growth of the various industries, but the annual reduction in imports testifies to the importance of home production. Taking the value of imports for the two last decades, 1881-1890 and 1891-1900, and the number of inhabitants for the same period, we have the following results:

Decades.	Number of inhabitants.	Importations. <sup>a</sup>
1881-1890.....	2,900,000	\$108,200,000
1891-1900.....	4,100,000	99,100,000

<sup>a</sup> Gold.

This is evidently out of proportion, as the last decade ought to show an average importation of \$146,000,000 for an increase of population of 41 per cent. There has been a reduction in consumption, however, due to the general depression since 1890, and it must also be remembered that among the imports of the last ten years there appear more machinery and materials for the several industries than in the previous decade.

The difference between the average of importation for the decade 1881-1890, \$108,200,000 gold, and the calculated average for 1891-1900, \$146,000,000 gold, namely, \$42,800,000, may be reckoned as the value of the home production.

It is contended that this difference is the result of reduced consumption, or commercial decadence; but the values of exports during those periods average, 1881-1890, \$77,378,000 gold; 1891-1900, \$122,375,000 gold. This shows an increase of 58 per cent in the exports during the latter ten years, and these results could hardly have been attained without the aid of all the industrial forces of the country. The amount represented by the manufacture of tobacco, sugar, wines, beer, and alcohol averages about \$12,000,000 gold for the ten years, and thus the other industries have contributed to the decrease of importation by \$30,000,000 gold, which fact may be accepted as evidence of their progress and importance. The industries that develop most, and are

consequently the chief factors in the falling off of the importation, are those of hats, cotton textiles, woolen fabrics, conserved articles, boots and shoes, saddlery, skins, and furniture. There is, however, a vast field for the development of these and other industries not yet touched, as is evidenced by the following returns of imports for the five years, 1896-1900:

	Gold.
Textiles and manufactured goods .....	\$180, 193, 868
Preserved provisions .....	54, 620, 945
Timber, and manufactured goods .....	32, 698, 587
Stone, earthenware, and glass .....	44, 590, 005

The total for these four items is \$312,103,405 gold, although the necessary raw material for the production of most of them abounds in the country. There are no cotton mills; the eight cotton textile factories make stuffs from imported thread to the value of \$1,500,000 gold; both sailcloth and finer canvas of excellent quality are manufactured.

#### UNITED STATES TRADE.

Trade between the United States and this city has increased considerably within the last twelve months. The lack of United States commercial houses in this city, that could afford to introduce and exhibit our various inventions and improvements in machinery, agricultural implements, etc., has been a drawback to the development of trade between Argentina and the United States. Our business in this port is carried on almost entirely by foreign houses, which content themselves with the importation of such articles of general consumption as the trade demands.

D. MAYER, *Consul*.

BUENOS AYRES, *September 27, 1902.*

#### ROSARIO.

I submit herewith my report on the commerce and industries of the consular district of Rosario de Santa Fe for the year ended June 30, 1902.

As I have previously stated, the district is almost exclusively a farming country. In it are comprised the following provinces, the resources of each being mentioned:

Santa Fe—Grain, stock, linseed, wool, and hides. Entre Rios—Same as Santa Fe. Misiones—Woods, cotton, tobacco, mandioca, sugar, corn, potatoes, grapes, and tropical fruits. Corrientes—Woods, corn, mandioca, sugar, tobacco, and linseed. Chaco and Formosa—Woods, hides, tobacco, sugar, cotton, rice, and fruits. Salta—Cattle, horses, sheep, mines (copper, silver, and gold), and all agricultural products. Jujuy—Mines and stock, principally, with small quantities of grain and sugar. Tucuman—Corn, wheat, sugar, rice, cattle, alfalfa, tobacco, and linseed. Santiago del Estero—Corn, wheat, rice, sugar, linseed, cattle, and hides. Catamarca—Mines, stock, grain, grapes, hay, and hides.

There are no manufacturing plants here worthy the name, except what are required to prepare for market the various products of this region. Among these establishments are sugar refineries.

## DISTILLERIES, BREWERIES, AND CREAMERIES.

Although in their infancy, all of these industries are large and give promise—especially the creameries—of becoming of importance in the future. Companies properly equipped and conducted on American methods, might find unlimited opportunities for profitable investment in these lines. Many foreigners are coming here for that purpose, but as yet, none of our people have shown a disposition to take advantage of the favorable conditions.

## AGRICULTURE.

Improvement in cultivation is obvious. The farmers in many instances are beginning to realize the value of prolonging the productive power of the soil by a rotation of crops. This has been a disastrous year to the agriculturists in my district on account of the drought. The fields have withered; cattle have died by the thousand, and only by assistance from the wealthy classes and from the Government has much suffering been averted. The new crop gives promise of compensating for the losses of last year. The actual outlook at this time is stated by a practical agriculturist, who is a keen observer and a very conservative man, as follows:

It is as yet too early to obtain any absolutely accurate data as to the increased area of land sown with wheat and linseed, or the probable yield of grain this harvest. As regards the land sown, it is calculated roughly that it will exceed by 20 per cent that of former years, the increase being most marked in linseed, which the colonists have in many instances rushed in to sow to the fullest extent allowed under their agreements, being stimulated by the high prices that ruled last year. It is not, however, believed, in view of a fair crop and possibly much higher freights, that this high price will be maintained, and so much disappointment may be caused. There is no doubt that the drought which so long prevailed caused an immense amount of damage to this crop, and according to the elaborate returns which were received from the various colonies six weeks ago, embracing the whole of this province, 50 per cent of the crop was then estimated to be lost. A good half crop on the area sown would, however, give a large amount for export. With regard to wheat, the prospects at the time of writing (October 20), throughout the whole of the south and west of the province are remarkably favorable. In the northern portions of the province, the prospects are by no means so good, very little rain having fallen for many months, and should the drought continue longer the result would be very serious. Taking it all around, it appears at present (though circumstances may change materially before harvest time), that there is every prospect of a yield, which, if it does not realize the proportions expected by many sanguine persons and exceed that of all previous years, will, at least, be far beyond the average.

## STOCK RAISING.

The stock-raising industry of this country is already a factor in the furnishing of the meat supply of the world. The vast fields of succulent foods, the equable temperature which renders protection from the weather unnecessary, and the care taken by the more prominent and progressive owners in the improvement of their stock combine to make cattle raising of great importance in Argentina.

This year the Sociedad Rural Santafecina (the agricultural society of this province) held a stock fair in Rosario. The results of the exhibit have been so satisfactory to the projectors that it is intended next fall to display on the same grounds agricultural products proper.

The management of this fair will, I am assured, offer to foreign manufacturers of farm implements and appurtenances of all kinds

unusual inducements to exhibit, and it is earnestly hoped that our exporters in these lines will not fail to take advantage of this opportunity to demonstrate the excellence of their wares.

Our factory products have a fine reputation and meet with good sale here, but this might very easily be increased, as with good harvests the estanciero will have money to invest in improved appliances.

#### WOODS.

Another of the resources of this district, which when developed will form a very important industry, is the vast and as yet largely unexplored forest of the northern provinces. Here abound the finest hard woods. So many and valuable are the varieties, that it is difficult to specify any particular ones; but there are two or three kinds to which I deem it proper to call the attention of interested parties—the Algaroba, the Nandubay and the Quebracho. The former is very similar to our walnut, but is almost indestructible, and therefore especially fitted for submerged work or for street paving. The Nandubay is another very hard and durable wood. I have seen posts of it which had been in use for more than a century and were absolutely without signs of decay. The tree much resembles our apple tree, though it grows to a larger size. These, together with many other kinds of valuable woods, are not exported at all, and are therefore practically unknown abroad. But there is one native wood that is attracting attention in foreign markets—the Quebracho, of different varieties, red, pale, yellow—which has been found to be valuable for its coloring matter, yielding very profusely a rich, red dye, for which purpose much of it is now being exported. The Quebracho is also rich in tannic acid, and is attracting the attention of the tanneries, not only of Europe, but of the United States as well. For these purposes the chips of this wood are used, the main portions of the trunks being too valuable for other purposes to be so sacrificed. The great crooked limbs are made into ships' knees, while the straight, solid portions are invaluable for bridge timbers, piling, and rafters. It has also been found that Quebracho makes the best railway ties in the world, and they are now being produced by the thousands. While the extent of the forests of these woods is vast, yet the destruction of the timber that is most accessible has given rise to a fear of their ultimate exhaustion.

During the year under review, there has been shipped to Europe from this port 3,737 tons of Quebracho wood, worth about \$32,885 gold. During the same period, the shipments to the United States were valued at \$128,543 gold. The decline in exports to Europe was largely due to an increase of duties temporarily levied on this wood by the German Government (which I learn has since been modified), and shipments were consequently deflected to ports of the United States.

#### MINING.

The mineral wealth of this country, while holding forth the greatest promise, yet remains practically undeveloped. In the foothills of the Andean Cordilleras, from Bolivia to the Strait of Magellan, all along the mountainous western boundary of the Argentines, and in some of the interior provinces to the north and east, wherever the pickax of the prospector has tapped the soil, are found unmistakable indications of

rich mineral deposits, many of which centuries ago were unearthed by the peoples who then inhabited this continent, but through the lapse of time have passed from the memory of man. Writers unite in the opinion that in this field lie vast riches awaiting only the skilled hand to bring them to the coffers of the world.

An English company has taken over the best equipped copper mine in the Province of Catamarca. It has an invested capital of £600,000 (about \$3,000,000), and is building tram and trolley lines between its mines and smelters, and thence to the nearest railway shipping point, a total distance of about 300 miles. All the appliances, furnaces, engines, cars, tracks, etc., including a special coke for smelting, are being brought over from England, and the mining is to be carried on on a more extensive and thorough scale than ever before attempted in this country. I hear on good authority that the company's investigations have led it to expect that the by-products from the ore (silver and gold) will be of such value as to pay all the cost of mining, smelting, refining, and transporting the copper, so that whatever the production of this metal may be, it will be laid down in England at absolutely no cost.

Prof. H. D. Hoskold, director-general of the National Government department of mines and geology, in closing an exhaustive treatise written lately on the subject of "Mines in Argentina," uses the following language:

The Argentine Republic extends over an enormous area and contains immense mineral riches, which if developed in a proper and economic manner would produce excellent results. In fact, it is well known to those persons who have had an opportunity of examining the country in a practical and skillful manner, that its mines are more varied, extensive, and important than in any other part of South America; but hitherto, the want of cheap, efficient, and rapid transport from the mountain regions, where the mines chiefly abound, has been a great drawback. The provincial governments are unable to lay down a good system of transport, consequently the National Government has now turned its attention to this most important subject, and is about to provide good and efficient modes of transport. Before long, branch mineral railways will be constructed from the main trunk lines to some of the principal mining districts, and this will give a great impetus to the mining and metallurgical industries; but the application of such a system to all the mining districts must be a work of time and very costly.

The following clipping is from the Buenos Ayres Standard:

It seems strange that with so much British capital invested in industrial development here, so little attention has been paid to the enormous mineral resources of the Andine provinces, which only require capital and machinery to give a return beyond the dreams of avarice. Attempts to open up a mining industry have so far been feeble and fitful.

Dr. Alsina, the capable and active head of the immigration department, has favored us with some particulars of samples of gold-bearing quartz presented to him. They were taken from the "La Perdida" mine in the department of Santa Catalina, province of Jujuy. According to Mr. Alsina, this quartz gives an ounce of gold to the kilo (2.2 pounds), and the refuse 7 ounces to the ton, the machinery employed being so defective that half the gold is lost. Another mine called the Danesa, situated a short distance from the Perdida, gives an equally good yield. There are nine other mines in the same department, and three in the department of Rinconada. The roads are good. There is one which connects Santa Catalina with Rinconada and reaches on to Bolivia. Water is pure and abundant, and the climate very cool and healthy, the elevation over the sea level being considerable. From the capital of the province, the distance to Santa Catalina is 80 leagues, and to Rinconada 60.

The mineral wealth of Jujuy is very great. Lead, copper, silver, and gold are found in Cochinoca and Javi, and petroleum and asphalt in Humahuaca. In Santa Catalina and Rinconada, gold predominates, but silver and copper are also met with, and numerous though small rubies have been found in the alluvial deposits. It is also worthy of mention that the rivers have sufficient body of water to move



machinery and generate electric power for the mines. There is also timber, but it is not abundant. There is never lack of wind, so that machinery moved by wind-mills would give excellent results.

#### TOBACCO AND SUGAR.

The tobacco and sugar industries continue to be of very considerable importance. Of the former, there are under cultivation in this district 36,137 acres, distributed as follows:

	Acres.
Corrientes .....	16,496
Tucuman .....	6,872
Misiones .....	5,775
Salta .....	2,306
Jujuy .....	1,300
Catamarca .....	1,295
Chaco .....	1,096
Santa Fé .....	460
Entre Rios .....	325
Formosa .....	255

I have not been able to obtain any reliable data as to the quantity of tobacco produced, but manufacturers tell me the quality is very inferior in flavor, and that there seems to be no special effort made for its improvement. The product is manufactured and consumed in this country, where its use in some form is an almost universal custom. There are 1,190 tobacco factories of all classes in Argentina.

As to the sugar industry, I can do no better than quote from a recent semiofficial report on this subject, noting that all the cane grown in the Argentine Republic is grown in this district:

The production of sugar from cane has hitherto constituted an important industry in the Republic, and more particularly in the provinces of Tucuman, Salta, and Jujuy, and the national territories of Chaco, Formosa, and Misiones.

In view, however, of the conclusions arrived at by the sugar conference recently held in Brussels, a critical position has arisen in the province of Tucuman, from which district most of the sugar produced was exported. The leaders of the industry and the provincial government are now discussing a project whereby the future production and cultivation will be limited, and proportionate compensation given to the growers in the various districts.

Legislation to this end has already been submitted to the provincial congress and senate. The province of Tucuman has more than 60,000 hectares (148,260 acres) under cane, and in the event of a cessation of the export of sugar, it will be necessary to destroy or abandon cultivation of at least one-third of the area mentioned, the remaining 40,000 hectares (98,840 acres) being more than sufficient to meet the internal requirements of the country.

The production of sugar in Argentina has arisen from about 1,000 tons in 1870 to 151,639 tons in 1901. \* \* \*

#### GENERAL.

It is not my desire to burden this report with statistics, but I can not refrain from compiling a statement of the areas under cultivation and the population of the provinces and territories in this district. There are hundreds of square miles of grazing land, much of which will never be tillable, but with its rich grasses, keeps well the great herds of cattle that graze upon it.

Province or territory.	Area.	Under cultivation.	Population.
	<i>Sq. miles.</i>	<i>Acres.</i>	
Santa Fé .....	80,781	4,121,906	397,188
Entre Ríos .....	46,224	1,066,838	292,019
Catamarca .....	76,345	73,843	90,161
Santiago .....	63,869	129,087	161,502
Corrientes .....	52,329	177,963	239,618
Jujuy .....	80,480	82,416	49,713
Tucumán .....	14,336	241,388	215,742
Salta .....	99,881	196,007	118,016
Misiones .....	18,121	54,858	83,163
Formosa .....	66,499	7,677	4,829
Chaco .....	84,732	19,490	10,422
Total .....	633,607	6,109,397	1,612,372

This total population, I conservatively estimate, may on an average be increased 10 per cent, and the area under cultivation 50 per cent, as these figures are for the year 1895.

There are comparatively few railways through these provinces, really not enough to do the freight carrying when there is a good harvest, and for lack of proper care and storage facilities where it must await transportation, much of the gathered grain is lost. But the needs of commerce create facilities for handling it, and with a port with all modern accessories built at Rosario, the railways will hasten to broaden and extend their lines. The widening of this port and the increase of its capacity, with the deepening of the channel at all points between here and the Plata, is making Rosario an entrepôt for trade between Argentina and the outside world, and bringing to these docks not only the agricultural, pastoral, and mining output of this great land, but also products from the borders of the unexplored Pilcomayo, the Bermejo, the Alta-Parana, far up into Bolivia, and the rich depths of the western portions of the southern provinces of Brazil.

#### PORT WORKS AND CHARGES.

The construction of the port is under way. Work has been formally and officially begun, and it is practically assured that within the next five years, Rosario will take her place among the finest seaports of the world.

The completion of this elaborate improvement will, as a matter of course, necessitate the revision and increase of port expenses of vessels. I append a schedule of the new port charges, in gold, for steamers or sailing vessels above 150 tons' net register:

Entrance dues, paid but once .....	per net registered ton..	\$0.15
Anchorage dues, paid but once .....	do.....	.044
Permanency dues, paid daily .....	do.....	.05
Wharfage dues, paid daily .....	do.....	.01
Wharfage (private) dues, paid daily .....	do.....	.005

The circular accompanying this schedule assures those interested that these charges are not fixed, but are subject to modification under special circumstances.

## EXPORTS.

Following are the principal exports from the port of Rosario for the fiscal year ended June 30, 1902:

	Tons.
Hides .....	7, 978. 6
Quebracho wood .....	3, 737. 6
Horse hair .....	225. 4
Hay .....	77, 813
Wheat .....	173, 843. 3
Linseed .....	75, 479. 8
Bran .....	31, 164. 8
Meal .....	8, 651. 4
Maize .....	315, 574. 2
Flour .....	13, 038. 4
Wool .....	6, 756. 3
Sugar .....	42, 431. 5
Bones .....	5, 443. 3

I am, sir,

JAMES M. AYERS, *Consul.*

ROSARIO, *October 31, 1902.*

## BRAZIL.

### REPORT FROM CONSULATE-GENERAL AT RIO DE JANEIRO.

What at first was felt in Brazil to have been a severe crisis seems now to have crystallized into a fixed condition. Fictitious values have shrunk; agricultural properties, which have, for a long period, produced almost fabulous profits annually, for the benefit of a comparatively small number of large owners, have passed from abnormal into normal conditions, yielding but fair profits to well-directed efforts; commercial ventures, formerly lucrative, have become precarious and in many cases unprofitable, and there is an evident lack of confidence on the part of foreign capital to develop the abundant natural resources of this great southern Republic.

It is true, the value of Brazilian Government bonds and Brazilian currency have considerably appreciated during the past year, but it is difficult to ascertain how much of this improvement is due to natural and how much to artificial causes.

While there was an apparent large balance of trade in favor of Brazil at the end of 1901, and while the foreign credit of the Government has been much improved with the help of its creditors (Rothschild & Co.), yet the purchasing power of the people has diminished; the tariff and internal taxes have reached their utmost limit; the economic conditions of the country have changed from bad to worse.

Most of the causes that have brought about this state of affairs have been intensified since my last annual report by the decrease in the price of the principal Brazilian staples, coffee, rubber, and sugar; the difficulty in obtaining foreign capital for industrial enterprises; the great amounts of money sent abroad by foreign laborers (mostly Italians), and by the large number of property owners (mostly Portuguese) who consume or invest their incomes abroad.

The great depression in the price of sugar and the depreciation of rubber are probably transient, but as to coffee, the situation seems entirely different.

The area of the Brazilian coffee plantations has been so much increased and is continually increasing to such an extent, that for years to come, a great overproduction must be the rule. To the unprejudiced observer, the fall in coffee prices seems a natural consequence. Nevertheless, it is a fact that the great mass of the Brazilian people and most of their public organs hold the American exporter and speculator responsible for the depreciation of coffee and even ask for reprisals.

The truth is, however, that the prices of coffee—low as they are in comparison with those that prevailed some years ago, when the planters could count on an annual profit of over 50 per cent—are probably from 20 to 25 per cent higher than they would be, if they were not sustained through artificial means by an influential combination of speculators in the United States. The Brazilian coffee planter and dealer, instead of blaming their northern customers for the hard times in Brazil, ought to be thankful to Americans who artificially increase the price of coffee at the expense of the American consumer, and also to those Americans who, through the employment of large capital and excellent methods of roasting and distributing, have largely increased the demand in the United States.

#### MONEY.

The price of the irredeemable paper money of Brazil again increased last year, although not in consequence of a corresponding increase in the natural wealth or the amount of trade, but on account of the continued reduction, by incineration, of the amount of the currency in circulation, even to the point of serious inconvenience to trade. There were 108,000 contos of reis paper money burned, leaving 684,000 contos of reis in circulation. The fluctuation was less violent than the year before; it varied from  $9\frac{1}{8}$  pence (20 cents) per milreis in January to  $12\frac{1}{4}$  (24.7 cents) in December.

During the present year the average quotation was as follows: January,  $12\frac{1}{4}$ ; February,  $11\frac{1}{8}$ ; March,  $12\frac{1}{4}$ ; April,  $11\frac{1}{4}$ ; May,  $12\frac{1}{4}$ ; June,  $12\frac{1}{4}$ ; July,  $11\frac{1}{4}$ ; August,  $12\frac{1}{4}$ ; September,  $11\frac{1}{4}$ ; October 9,  $11\frac{1}{4}$ .

During the last five years, the average rate of exchange and value of the milreis was:

Year.	Pence.	United States currency.
		<i>Cents.</i>
1897 .....	$7\frac{1}{4}$	15.8
1898 .....	7	14.1
1899 .....	$7\frac{1}{4}$	15.2
1900 .....	$10\frac{1}{4}$	20.6
1901 .....	$11\frac{1}{4}$	22.7

The milreis price of commodities on the whole has not changed during this period. The purchasing power of foreign gold has consequently decreased from 30 to 40 per cent.

#### FOREIGN TRADE.

Detailed statements of the foreign trade of Brazil, extracted from the advance sheets of a document kindly procured for me by a member of Congress, are given below.

The number of foreign ocean vessels arrived in the different ports of Brazil was 3,410, as against 4,053 the previous year; the tonnage, 5,222,958, as against 6,776,531.

The steady decrease in the receipts of the customs revenue, with increased tariff, is shown by the following figures:

	1899.		1900.		1901.	
	<i>Milreis.</i>		<i>Milreis.</i>		<i>Milreis.</i>	
Total receipts of the custom-houses of Brazil.....	215,327,983	\$32,729	182,499,024	\$39,415	167,234,249	\$37,962
Receipts of the custom-house of Rio de Janeiro.....	77,733,110	11,815	58,502,585	11,983	63,652,667	14,449

Value of milreis: In 1899, 15.2 cents; 1900, 20.6 cents; 1901, 22.7 cents.

The imports of the current year average about the same as those of last year, and the characteristic features of commerce in Brazil are essentially the same as described in my last annual report.

#### IMPORTS.

There has recently been a considerable increase in the import of American coal, mining machinery, glassware, and lard.

*Spirits of turpentine.*—Spirits of turpentine, which come exclusively from the United States, have fallen off from 5,393 boxes in 1900 to 3,235 in 1901.

*Lard.*—The import of lard from the United States increased from 86,100 barrels and 3,154 boxes in 1900 to 118,320 barrels and 667 boxes in 1901.

*Rosin.*—The import of rosin (exclusively from the United States) shows the following figures: 1901, 18,932 barrels; 1900, 18,805 barrels; 1899, 25,340 barrels. The prices varied from 680 to 900 reis (15.4 cents to 20.4 cents) a pound, according to the rate of exchange.

*Coal.*—Imports from England, 408,513 tons; from the United States, 93,164 tons.

*Cement.*—There were 89,509 barrels of cement imported into Brazil, none of which came from the United States. Belgium furnished 61,993 barrels. The prices varied, according to quality and rate of exchange, from 10 to 20 milreis (\$2.27 to \$4.54) a barrel. The market seems to be overstocked now.

*Wheat flour.*—Receipts during the year were the following:

	Barrels.
From the United States.....	246,768
From the River Plate.....	149,295
From various other points.....	13,959
Total.....	409,022

as against 381,783 the year before. The prices in December averaged per barrel of 194 pounds: American, 24\$000 (\$5.44); River Plate, the same; Brazilian, 23\$600 (\$5.36).

*Kerosene.*—The import of kerosene amounted to 462,410 boxes, as against 587,150 the year before. The price fluctuated from 7\$500 to 12\$000 (\$1.75 to \$2.72) a box, according to the rate of exchange and local demand.

*Butter.*—The butter import increased 5,443 boxes, mostly from France. It was as follows in the previous four years:

	Boxes.
1900.....	30,115
1899.....	51,235
1898.....	44,479
1897.....	51,243

The price varied, according to quality and rate of exchange, from \$700 to \$500 per kilo (38 to 57 cents per 2.2 pounds).

*Lumber.*—The import of American lumber shows the following figures:

	Feet.
From Pensacola.....	5,444,236
From Pascagoula.....	1,969,818
From Savannah.....	1,663,681
From Ship Island.....	1,490,004
From Mobile.....	1,028,482
From Brunswick.....	814,350
From Fernandina.....	589,688

The prices varied from 240 to 280 reis (5.4 to 6.3 cents) per foot. The import of spruce from the United States amounted to 2,476,186 feet.

*Bacon.*—The import of American bacon amounted to 791 barrels and 226 boxes, as against 585 barrels and 65 boxes in 1900.

## COFFEE.

According to the report of the New York Coffee Exchange, the world's visible supply of coffee on October 1, 1902, was 13,005,000 bags of 60 kilos (132.2 pounds)—almost equal to a year's consumption. In addition to this, the aggregate amounts stored by retailers and small dealers in Europe and the United States are beyond computation. Never before has there been so great a surplus of coffee on hand, and vast quantities are coming in regularly from the interior to the ports of Rio and Santos.

The stock in Santos on October 9, 1902, was 1,637,940 bags; in Rio, 715,157 bags; total, 2,353,097 bags of 60 kilos (132.2 pounds). The present harvest amounts to over 11,000,000 bags for Brazil, and the next one (1903-4) is estimated by conservative experts at 13,000,000 bags.

The world will undoubtedly enjoy cheap coffee during the next few years.

## STATISTICS.

*Foreign trade of Brazil during the calendar year 1901.*

Month.	Average rate of exchange.	Imports.		Exports.	
		Value in milreis.	Equivalent in U. S. currency.	Value in milreis.	Equivalent in U. S. currency.
January.....	94	4,062,942	\$789,210	58,131,820	\$11,641,982
February.....	104½	30,874,081	6,583,421	63,568,240	13,551,543
March.....	113	33,601,107	8,005,193	83,557,435	19,908,715
April.....	123	36,139,660	8,900,081	56,927,689	14,180,884
May.....	124½	35,694,530	8,922,918	50,952,542	12,742,697
June.....	111	31,660,518	7,302,329	47,000,806	10,840,796
July.....	104	39,408,634	8,490,252	54,100,984	11,658,132
August.....	104	41,228,501	8,595,193	77,507,330	16,158,795
September.....	104½	32,820,869	7,248,408	81,066,619	17,903,882
October.....	113½	41,984,948	9,803,793	105,679,507	24,682,032
November.....	113½	35,827,915	8,570,233	93,251,004	22,310,236
December.....	124½	51,749,861	12,840,100	89,083,318	22,103,220
Total.....	.....	415,058,516	96,175,461	860,826,694	197,686,924

*Details as to the principal States and ports.*

State.	Imports.		Exports.	
	Value in milreis.	Equivalent in U. S. currency.	Value in milreis.	Equivalent in U. S. currency.
Amazonas (Manaos) .....	10,496,667	\$2,426,632	98,762,632	\$22,617,447
Pará .....	27,125,023	6,288,386	86,311,323	19,725,209
Maranhão .....	4,821,974	1,107,002	1,894,380	440,564
Piauí .....	359,068	82,740	2,134,196	496,743
Ceará .....	3,063,197	708,767	2,943,618	679,339
Rio Grande do Norte .....	332,086	73,035	699,906	167,291
Parahyba .....	1,501,549	346,041	1,870,181	450,448
Pernambuco .....	38,464,281	8,903,447	30,949,069	7,163,999
Alagoas .....	3,541,727	821,173	10,155,960	2,353,700
Sergipe .....	331,969	72,991	280,300	62,229
Bahia .....	29,270,558	6,775,776	65,459,583	15,185,023
Espirito Santo (Victoria) .....	534,177	122,728	11,699,567	2,692,114
Rio de Janeiro (Federal capital) .....	178,357,168	41,294,900	167,211,060	38,238,149
S. Paulo (Santos) .....	84,844,215	19,701,394	343,056,583	78,543,921
Paraná .....	2,659,999	615,776	13,850,977	3,178,014
Santa Catharina .....	2,816,858	781,796	3,051,115	706,827
Rio Grande .....	24,044,967	5,586,732	13,155,766	3,013,432
Matto Grosso .....	2,489,163	543,568	7,338,904	1,733,356
Total .....	415,053,516	96,175,461	860,826,694	197,686,924

*Trade by countries.*

Countries.	Imports.		Exports.	
	Value in milreis.	Equivalent in U. S. currency.	Value in milreis.	Equivalent in U. S. currency.
Argentina .....	56,173,480	\$12,902,488	19,218,773	\$4,422,768
Austria-Hungary .....	7,632,943	1,765,435	24,229,034	5,621,509
Belgium .....	9,547,634	2,221,241	18,876,380	4,349,644
France .....	33,263,299	7,786,436	100,338,397	23,173,620
Germany .....	39,080,006	9,094,277	126,749,384	29,271,229
Great Britain and colonies .....	180,278,411	30,179,590	111,487,400	25,596,169
Holland .....	2,514,248	580,764	41,989,849	9,629,319
Italy .....	15,857,616	3,686,048	8,109,160	1,840,369
Portugal .....	26,928,540	6,239,612	5,091,339	1,190,096
Spain .....	2,973,894	698,343	1,351,623	301,631
Sweden-Norway .....	4,966,650	1,152,626	.....	.....
Switzerland .....	2,910,347	674,560	.....	.....
United States .....	51,635,665	11,990,754	371,117,265	84,981,996
Uruguay .....	27,085,441	6,278,201	9,999,657	2,323,236
Africa .....	.....	.....	6,304,901	1,431,977
Suez Canal for order .....	.....	.....	3,726,296	860,311
Miscellaneous .....	4,204,929	960,128	12,206,047	2,778,134
Total .....	415,053,516	96,175,461	860,826,694	197,686,924

*Balances of trade according to the foregoing tables.*

[Value, U. S. currency.]

Countries.	Balance of trade.		Per cent.	
	In favor of.	Against.	Imports.	Exports.
Argentina .....	\$3,479,720	.....	13.584	2.238
Austria-Hungary .....	.....	\$3,756,164	1.859	2.815
Belgium .....	.....	2,128,408	2.900	2.198
France .....	.....	15,437,384	8.014	11.656
Germany .....	.....	20,176,962	9.416	14.724
Great Britain and colonies .....	4,583,421	.....	31.359	12.951
Holland .....	.....	9,048,556	.606	4.878
Italy .....	1,845,679	.....	3.821	.942
Portugal .....	5,049,514	.....	6.438	.591
Spain .....	396,614	.....	.716	.157
Sweden-Norway .....	1,152,626	.....	1.196	.....
Switzerland .....	674,560	.....	.701	.....
United States .....	.....	72,991,232	12.441	43.116
Uruguay .....	3,949,973	.....	6.526	1.162
Africa .....	.....	1,431,977	.....	.731
Suez Canal for orders .....	.....	880,311	.....	.433
Miscellaneous .....	.....	1,798,006	1.013	1.418
Total .....	.....	.....	100	100

## TRADE OF THE UNITED STATES WITH BRAZIL.

Although the export trade of the United States to Brazil has improved of late, the balance of trade against us, as will be seen from the foregoing tables, is still disproportionately heavy, while Great Britain, Portugal, Italy, the Argentine Republic, and Uruguay have large favorable balances. Our share in the Brazilian imports is only 12 per cent, while we take nearly half of all the products which are exported by Brazil. We admit Brazilian staples free of duty, while everything we export to Brazil (except some machinery) is very heavily taxed, the manufactured articles especially.

Merchandise entered from the United States in the port of Rio de Janeiro during the year 1901 was classified as follows:

Class.	Milreis.	United States currency.
1. Animals, living and deersicated .....	448,000	\$102
2. Hair, bristles and furs (not skins) .....	842,400	191
3. Hides and leather .....	509,829,829	115,731
4. Dressed meat; fish; animal, vegetable, and mineral oils, and various animal products .....	2,301,608,565	522,455
5. Ivory, mother-of-pearl, tortoise shell, and animal residues .....	1,077,500	245
6. Fruit and nuts .....	13,816,000	3,136
7. Cereals .....	5,017,578,100	1,189,990
8. Plants, flowers, fruits, seeds, bark, forage, leaves, roots .....	112,888,024	25,614
9. Vegetable juices, alcoholic and fermented liquors .....	667,486,426	149,249
10. Paints, dyes, perfumery, and substances used for such and similar purposes .....	1,770,568,526	401,923
11. Chemicals, drugs, and pharmaceutical specialties (patent medicines, etc.) .....	346,980,870	78,652
12. Wood .....	898,050,846	202,857
13. Cane, bamboo, rush (juncus), rattan, willow, and other plants of that category .....	5,696,560	1,298
14. Straw, broom corn, cocoanut fibre, pita (litle), piassava, vegetable silk, and other fibrous plants .....	10,721,800	2,434
15. Cotton .....	580,579,007	120,441
16. Wool .....	2,429,800	552
17. Linen, jute, and hemp .....	13,574,8108	3,081
18. Silk .....	35,147,381	7,978
19. Paper, and manufactures thereof .....	214,242,266	48,633
20. Stone, earthen, and minerals .....	977,026,067	221,785
21. Earthenware, china, porcelain, glass .....	42,256,362	9,593
22. Gold, silver, and platinum .....	15,675,000	3,558
23. Copper and alloys .....	142,503,359	32,348
24. Lead, tin, zinc, and alloys .....	13,601,360	3,088
25. Iron and steel .....	582,572,065	120,894
26. Metalloids and metals .....	924,800	209
27. Arms and ammunition .....	49,064,370	11,138
28. Cutlery .....	4,844,120	1,099
29. Watches, and parts of .....	57,795,040	13,119
30. Carriages and other vehicles, and parts .....	124,513,438	28,264
31. Mathematical, physical, chemical, and other instruments .....	352,615,968	80,044
32. Surgical and dental instruments and appliances .....	108,630,066	24,659
33. Musical instruments, and parts of .....	5,780,000	1,312
34. Machines, machinery, and parts of, and tools .....	561,014,380	127,850
35. Various articles not otherwise specified .....	179,172,044	40,671
Total .....	15,611,477,066	3,543,795

The United States is fifth on this list. England is first, with 75,441,309\$923 reis (\$17,125,177); Argentina second, with 29,942,136\$124 reis (\$6,796,865); Germany third, with 21,545,157\$958 reis (\$4,890,752), and France fourth, with 17,980,887\$368 reis (\$4,081,661).



*Details of the ocean vessels entering the harbor of Rio de Janeiro during the year 1901.*

Nationality.	Sailing vessels.		Steamers.	
	Number.	Tonnage.	Number.	Tonnage.
Argentine.....	1	1,583	16	10,915
Austrian.....			17	26,573
Belgian.....			15	33,891
Brazilian.....	2	888	44	87,489
Danish.....	1	867	1	1,304
Dutch.....			7	14,538
English.....	36	38,971	366	837,474
French.....	3	5,237	121	256,721
German.....	1	2,273	101	212,742
Italian.....	3	1,228	57	115,996
Norwegian.....	13	13,808	2	2,486
Oriental (Uruguay).....	2	2,576	1	330
Portuguese.....	6	2,647		
Spanish.....	1	878	24	45,217
Swedish.....	28	18,228	2	2,886
United States.....				
Total.....	97	88,179	774	1,596,864
In 1900.....	147	147,545	696	1,375,209

EUGENE SEEGER,  
*Consul-General.*

RIO DE JANEIRO, Oct. 9, 1902.

### IMPORTS OF BRAZIL.

Consul Furniss sends from Bahia, December 13, 1902, the following statistics showing the country of origin, weight, and value of the imports of Brazil for 1901.

*Imports of Brazil for year 1901, showing country of origin.*

Articles.	Argentina.		Austria-Hungary.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel in bars, plates, and ingots.....			72,060	\$6,024.02
Steel and iron wire.....	7,150	\$553.84		
Iron, sheet and rod.....	4,328	218.27	1,500	142.60
Pipes, iron and steel.....	606	100.51		
Iron and steel manufactures, unenumerated.....	7,530	1,880.02	75,687	19,096.21
Cotton:				
Yarn.....	18,680	8,445.14		
Clothing.....			88,824	168,846.68
Piece goods—				
Bleached.....			516	573.85
Printed.....			27,744	32,271.78
Dyed.....			7,660	8,123.83
Unenumerated.....	92	192.74	9,946	17,672.05
Manufactures, unenumerated.....	180	258.29	32,412	46,001.84
Instruments, scientific, etc., machinery, etc.....	7,688	6,588.29	15,188	14,386.50
Motors and locomotives.....	1,085	212.52		
Implements and tools, unenumerated.....	1,822	473.84	2,565	1,767.89
Arms and ammunition.....	5	11.50	47	98.90
Garlic and onions.....	15,542	1,155.98		
Sugar.....	1,692	104.19		
Olive oil.....	133	87.49	8,808	686.32
Codfish.....	450	79.35		
Lard.....	12,011	1,759.04		
Potatoes.....	446,703	13,916.15		
Biscuits and pastry.....	2,772	283.50	907	575.23
Teas.....	129	76.36		
Chocolate, cocoa, and confectionery.....	216	15.18	2,602	270.94
Spice, cloves, aniseed, etc.....			255	29.21

a Kilo=2.2046 pounds.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Argentina.		Austria-Hungary.	
	Quantity.	Value.	Quantity.	Value.
<b>Flour:</b>	<i>Kilos.</i>		<i>Kilos.</i>	
Wheat .....	77,402,870	\$3,765,002.94	777,699	\$510,040.18
Unenumerated .....	4,963	244.49	3,001	281.75
Fruits, vegetables, chestnuts .....	84,182	10,358.05	255	36.34
Butter .....	15,734	9,286.71	6,576	3,525.90
Cheese .....	782	307.05		
Salt, crude .....	455,124	4,405.42		
Vinegar .....	15	3.88		
Jerked beef .....	28,681,351	3,155,409.79		
Mineral waters .....	269	11.56	59,640	6,017.79
Beer .....	747	106.49	1,604	244.49
Liquors and sirups .....	8	6.21	3,793	1,911.13
Wines .....	3,162	375.82	4,437	1,188.18
Beverages, unenumerated .....	710	19.55	1,379	607.02
Rice .....	17,302	717.83	15,000	1,486.26
Malt .....			3,338,498	238,406.63
Beans .....	598,198	25,942.85	96,658	6,059.35
Corn .....	12,065,299	283,639.91		
Wheat .....	114,521,456	3,784,749.59	19	1.15
Grains, not enumerated .....	607,176	14,646.63		
Meat, preserved and extracts .....	14,242	4,774.18	1,069	180.55
Fruits and vegetables, preserved and extracts .....	27,376	3,306.48	8,019	1,104.00
Fish, preserved and extracts .....	152	34.04		
Milk, condensed .....	280	81.88	207	45.31
Hay, alfalfa .....	19,288,617	380,936.35		
Forage, unenumerated .....	597,903	13,340.00		
Sheep .....	a 4,066	32,212.19		
Cattle .....	a 16,410	796,606.15		
Food products, unenumerated .....	13,853	859.28	27,962	2,545.64
Cement .....	1,500	45.31	50,900	636.64
Stone and soils, unenumerated .....	20,050	142.60	29	8.97
Clay, etc., manufactured, unenumerated .....	38	20.01	31,108	11,836.49
Rubber, manufactured .....			3,666	9,669.89
Rosin .....	33	6.21		
Coal .....	2,100	43.47		
Cigars, cigarettes, and manufactures of tobacco .....			127	327.52
Lead, sheets, ingots, bolts, etc .....			300	266.57
Copper and alloys, sheets, slabs, etc .....			287	176.18
Tin:				
Bars, sheets, slabs .....			2,780	2,329.90
Plate .....			151	101.66
Aluminum, lead, copper, tin, tin plate, zinc, and nickel, manufactures of, unenumerated .....	7,608	635.95	4,830	8,820.04
Leather:				
Sole, hide and skin, unenumerated .....	17,682	5,491.02	2,269	3,807.65
Manufactures, unenumerated .....	718	2,538.51	1,879	5,149.47
Cutlery .....			131	289.80
Leaves, roots, etc., medicinal and dyeing .....	2,029	71.99	29,686	18,434.04
Tobacco, leaf .....	1,205	298.31	594	418.60
Asses, horses, and mules .....	a 766	46,650.67		
Grease and tallow .....	3,091,641	445,770.13	30,064	6,474.96
Jewelry:				
Gold, silver, platinum .....			38	215.51
Imitation .....			732	3,190.79
Kerosene, mineral, refined oils .....	90	9.89	109,223	3,611.46
Wool:				
Raw .....	2,250	1,421.40		
Yarn, washed or dyed .....	100	124.89	213	818.78
Clothing .....			217	1,161.50
Textiles .....			18,411	50,695.91
Manufactures, unenumerated .....			1,473	338.79
Linen:				
Yarn .....			421	318.26
Clothing .....	410	771.42	10,757	30,135.06
Textiles .....			651	1,520.30
Manufactures, unenumerated .....			3,498	4,261.67
Books and printed matter .....	3,684	5,026.19	2,336	23,758.54
Furniture, bamboo, rattan, wood .....	960	423.20	162,066	65,160.84
Pine boards, etc .....	6,500	180.09		
Bamboo, rattan, etc., unenumerated .....	29,411	1,803.89		
Woods, unenumerated .....	149,510	5,298.22		
Woods, etc., manufactures, unenumerated .....	304	64.63	4,392	2,313.80
Marble .....	192	37.26	258	34.96
Oils:				
Animal .....	18	5.98	9	2.30
Machine .....	772	107.64	214,715	7,379.09
Vegetable .....	475	106.26		
Essences .....			50	97.06

a Head.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Argentina.		Austria-Hungary.	
	Quantity.	Value.	Quantity.	Value.
<b>Paper:</b>	<i>Kilos.</i>		<i>Kilos.</i>	
Printing .....			245,652	\$28,118.88
Cardboard, etc., manufactures of .....	857	\$98.31	411,085	68,870.35
Perfumery .....	8	7.13	312	445.51
Medicines, and drugs .....	4,239	1,898.19	4,776	2,593.05
Chemicals, unenumerated .....	13,850	1,600.11	556	162.38
<b>Silk:</b>				
Clothing .....			8	46.46
Textiles .....			220	2,698.81
Manufactures, unenumerated .....	213	196.73	209	2,012.88
Paints, varnishes, and substances for .....			3,732	416.39
<b>Glass:</b>				
For window and other use .....	902	102.81	85	43.01
Manufactures .....	2,339	466.90	55,587	33,628.25
Miscellaneous articles .....		74,945.27		207,776.50
<b>Total</b> .....		13,019,888.90		1,755,568.89

Articles.	Belgium.		France.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel in bars, plates, and ingots .....	114,064	\$4,962.02	1,627	\$236.78
Steel and iron wire .....	257,588	15,219.56	2,442	856.74
<b>Iron:</b>				
Sheet and rod .....	2,061,175	82,070.90	79,027	2,716.99
Pig and wrought .....	88,218	879.06		
Rails, iron and steel, and parts thereof .....	11,508,111	396,196.22	135,142	5,538.17
Pipes, iron and steel .....	2,569,876	120,485.04	1,124,660	46,563.74
Iron and steel manufactures, unenumerated .....	681,626	54,479.64	590,995	132,738.98
<b>Cotton:</b>				
Waste, etc. ....			18	9.66
Yarn .....	1,125	1,121.48	8,896	4,442.45
Clothing .....	513	490.86	46,236	110,854.43
<b>Piece goods—</b>				
Bleached .....	8,507	723.35	9,800	11,312.70
Unbleached .....	8,121	2,578.48	668	612.26
Printed .....	1,875	1,528.52	4,809	6,060.96
Dyed .....	21,674	19,601.98	49,271	54,022.48
Unenumerated .....	68,270	52,362.72	61,442	86,207.80
Manufactures, unenumerated .....	17,584	19,643.15	53,159	113,912.79
Instruments, scientific, etc., machinery, etc .....	74,930	17,733.28	1,175,642	416,915.94
Rolling stock for railroads .....	229,896	26,203.90	17,091	6,995.91
<b>Motors and locomotives</b> .....			4,361	2,628.67
Implements and tools, unenumerated .....	544,217	58,998.71	180,696	60,640.55
Arms and ammunition .....	49,618	107,003.29	101,216	42,437.07
Garlic and onions .....	5,000	140.07	66,839	2,419.14
Sugar .....	4,202	364.48	1,261	171.81
Olive oil .....	100	29.67	118,690	40,915.62
Codfish .....			2,090	431.94
Lard .....	236	74.28	82	14.85
Potatoes .....	1,965,555	64,409.09	8,440,065	281,262.65
Biscuits and pastry .....	2,000	168.05	16,391	7,322.76
Tea .....	100	88.77	8,307	2,681.30
Chocolate, cocoa, and confectionery .....	108	19.32	26,568	17,550.84
Spice, cloves, aniseed, etc .....			1,067	767.39
<b>Flour:</b>				
Wheat .....	1,475	114.54	1,608,937	75,557.39
Unenumerated .....	4,000	381.57	16,464	4,107.57
Fruits, vegetables, chestnuts .....	3,500	284.83	18,013	5,908.47
Butter .....	419	877.66	1,418,468	867,767.08
Ham .....			842	168.36
Cheese .....	314	90.85	8,824	3,846.75
Salt, crude .....			2,108,000	16,631.99
Bacon .....			58	30.82
Vinegar .....	240	26.46	14,947	1,497.53
Mineral waters .....			245,680	26,106.70
Beer .....	11,184	1,306.85	3,141	684.94
Liquors and sirups .....	1,893	367.31	60,088	20,553.20
Wine .....	618	312.80	2,503,998	312,926.40
Beverages, unenumerated .....	8,845	928.21	465,896	164,007.65
Rice .....	4,750	285.66	249,189	14,967.95
Malt .....	380	25.07	150	37.03
Beans .....			80,318	5,490.00
Wheat .....			900	52.21
Meat, preserved and extracts .....	275	205.44	7,602	8,208.64

(a) Kilo=2.2046 pounds.

Imports of Brazil for year 1901, showing country of origin—Continued.

Articles.	Belgium.		France.	
	Quantity.	Value.	Quantity.	Value.
Fruit and vegetables, preserved and extracts	<i>Kilos.</i> 14,577	\$2,890.87	<i>Kilos.</i> 309,123	\$88,054.12
Fish, preserved and extracts	1,123	851.67	44,210	22,001.57
Milk, condensed	863	150.42	7,723	1,689.81
Forage, unenumerated			20,725	573.16
Sheep			81	57.96
Cattle			5	896.31
Food products, unenumerated	700	112.70	25,831	8,900.96
Cement	15,454,224	184,483.45	285,522	5,884.99
Stone and soils, unenumerated	26,898	976.81	173,174	5,954.70
Clay, etc.:				
Tubes and pipes of	70,152	1,586.40	846,434	12,479.57
Manufactures, unenumerated	1,262,936	39,395.68	3,106,619	140,223.41
Rubber, manufactures	1,100	1,817.92	15,595	49,970.49
Resin	1,979	279.18		
Cigars, cigarettes, and manufactures of tobacco	45	58.42	215	324.99
Lead, sheets, ingots, bolts, etc	7,021	497.26	654,181	42,566.10
Copper and alloys, sheets, slabs, etc	6,086	2,607.51	2,923	1,056.62
Tin:				
Bars, sheets, slabs, etc	1,209	236.44	2,101	1,553.65
Plate	11,546	635.08	301	136.16
Lead, copper, tin, and zinc, in tubes and pipes	178	116.88	6,145	1,191.40
Zinc and alloys in sheets, slabs, etc	228,152	26,706.22	8,040	1,365.28
Aluminum, lead, copper, tin, tin plate, zinc, and nickel, manufactures of, unenumerated	301,780	33,586.21	136,484	135,037.37
Coke and artificial combustibles	421,225	3,583.74	210,000	2,453.87
Leather:				
Sole			188	204.93
Hides and skins, unenumerated	2,997	8,015.78	224,310	463,598.12
Manufactures, unenumerated	3,344	10,258.46	16,016	38,366.99
Cutlery	643	1,018.21	15,562	23,882.74
Leaves, roots, etc., medicinal and dyeing	3,492	1,151.61	7,064	2,433.86
Tobacco, leaf	20,946	8,135.74	4,360	1,625.87
Grease and tallow	14,185	1,698.78	13,947	8,121.79
Jewelry, gold, silver, platinum			1,736	72,449.08
Jewelry imitation			2,217	17,073.59
Stones, precious, unset			745	35,593.88
Jute yarn	386	127.04	23,793	7,197.39
Kerosene, mineral refined oils	5,157	844.87	1,502	301.07
Wool:				
Raw	196	293.94	1,267	1,604.25
Yarn, washed or dyed	16,365	15,044.76	49,375	55,245.77
Clothing	85	89.13	9,378	50,566.65
Textiles	27,099	60,115.79	92,077	223,389.19
Manufactures, unenumerated	1,896	2,310.81	42,192	63,641.23
Linen:				
Yarn	9,276	5,018.54	37,304	19,178.78
Clothing	9	43.24	4,878	15,103.18
Textiles	88,599	72,857.33	27,243	29,077.29
Manufactures, unenumerated	9,839	17,190.43	14,879	33,102.29
Books and printed matter	8,463	3,528.20	209,124	182,979.26
Furniture, bamboo, rattan, wood	806	67.62	25,112	24,036.61
Bamboo, rattan, etc., unenumerated			882	437.69
Woods, unenumerated			6,762	434.06
Woods, etc., manufactures, unenumerated				
Marble	5,294	1,968.57	41,301	27,928.21
Oils:	26	8.05	5,787	612.26
Animal	496	88.32	1,435	359.95
Machine	52,401	5,516.09	5,579	948.52
Vegetable	14,953	2,846.23	36,846	4,444.33
Essence			776	2,187.53
Mineral, unenumerated			44	20.47
Paper:				
Printing	917,884	85,327.59	655,728	66,277.26
Cardboard, etc., manufactures of	417,894	44,151.26	273,186	35,401.53
Perfumery	871	294.86	129,029	277,602.41
Acid:				
Sulphuric	11,840	966.46	21,237	1,263.85
Unenumerated	790	99.13	19,855	5,459.51
Lead, white	642,414	69,684.34	22,144	2,268.49
Medicines and drugs	16,061	4,138.85	316,521	415,421.63
Potash and soda, nitrate of			213	77.74
Paraffin	4,254	752.00	2	2.07
Copper, sulphate of	260	41.40	600	130.18
Iron	200	11.96	2,449	118.22
Lead, red	5,198	427.80	4,284	401.81
Chemicals, unenumerated	52,739	7,064.68	434,650	40,404.10

a Kilo=2.2046 pounds.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Belgium.		France.	
	Quantity.	Value.	Quantity.	Value.
<i>Silk:</i>	<i>Kilos.</i>		<i>Kilos.</i>	
Clothing .....			1,489	\$28,357.16
Thread, yarn, etc. ....			1,097	4,216.13
Textiles .....	26	\$153.64	17,266	178,332.86
Manufactures, unenumerated .....	18	71.37	18,572	237,665.67
Paints, varnishes and substances for. ....	62,060	9,176.34	349,094	4,271.94
<i>Glass:</i>				
Windows and other use .....	1,165,321	92,776.10	22,292	7,171.17
Manufactures, unenumerated .....	169,017	30,397.56	473,351	181,240.30
Miscellaneous .....		281,670.68		1,196,477.94
Total .....		2,195,955.82		7,650,558.77

  

Articles.	Germany.		Great Britain and possessions.	
	Quantity.	Value.	Quantity.	Value.
<i>Steel in bars, plates, and ingots</i> .....	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel and iron wire .....	105,170	\$10,093.09	900,678	\$82,004.20
Iron:	4,778,376	210,216.09	291,987	23,732.09
Sheet and rod .....	1,338,986	52,504.17	3,437,125	204,603.68
Pig and wrought .....	236,507	5,605.97	1,795,759	87,515.76
Rails, iron and steel and parts thereof. ....	363,886	17,776.93	10,001,067	832,137.82
Pipes, iron and steel .....	327,017	32,015.08	2,378,907	196,286.07
Iron and steel manufactures, unenumerated .....	2,416,965	418,606.98	4,213,284	609,681.32
<i>Cotton:</i>				
Waste, etc. ....	673	267.49	10,664	2,784.84
Yarn .....	36,877	18,149.30	1,234,958	334,170.68
Clothing .....	67,657	112,729.21	10,996	26,594.90
Piece goods—				
Bleached .....	15,153	15,574.22	1,188,990	882,237.91
Unbleached .....	606	517.04	75,355	33,091.22
Printed .....	126,820	122,996.03	1,631,849	1,591,332.54
Dyed .....	89,489	91,586.20	1,321,351	1,319,873.86
Unenumerated .....	170,179	221,133.04	292,664	343,212.67
Manufactures, unenumerated .....	296,096	382,680.90	962,889	1,161,623.51
Instruments, scientific, etc., machinery, etc.	1,668,067	683,719.85	4,396,814	1,239,936.81
Rolling stock for railroads .....	857,929	84,121.35	1,574,696	342,196.69
Motors and locomotives .....	151,646	38,773.17	616,094	146,882.37
Implements and tools, unenumerated .....	460,113	217,218.44	2,726,392	629,442.61
Arms and ammunition .....	282,098	132,770.08	292,278	275,888.45
Garlic and onions .....	55,000	2,396.22	77	20.93
Sugar .....	28,098	1,841.84	2,204	289.80
Olive oil .....	517	161.92	807	172.35
Codfish .....	28,346	5,427.77	17,019,613	2,082,462.09
Lard .....	8,097	2,594.86	1,337	300.61
Potatoes .....	1,112,918	32,674.46	49,686	2,788.28
Biscuits and pastry .....	16,313	3,210.11	84,775	33,061.12
Tea .....	27,784	14,926.08	138,779	86,121.43
Chocolate, cocoa, and confectionery .....	7,617	5,771.16	13,143	5,090.13
Spice, cloves, aniseed, etc. ....	94,431	26,581.84	475,669	137,335.58
<i>Flour:</i>				
Wheat .....	90,687	5,523.22	3,637,265	190,262.44
Unenumerated .....	109,085	10,897.86	160,106	18,698.28
Fruits, vegetables, chestnuts .....	8,658	1,833.70	17,812	3,043.59
Butter .....	7,488	5,591.07	8,406	5,313.46
Ham .....	10,772	5,973.79	205,103	97,982.30
Cheese .....	8,825	1,620.58	17,050	7,738.04
Salt, crude .....	2,164,950	20,672.40	9,560,188	91,056.64
Bacon .....	192	115.00	32,137	12,100.99
Vinegar .....	15,465	2,581.84	1,240	140.53
Mineral waters .....	506,081	60,832.01	19,797	3,062.92
Beer .....	80,293	10,501.34	462,600	78,683.30
Liquors and sirups .....	1,110	401.85	891	281.98
Wine .....	94,275	24,537.32	7,930	1,400.50
Beverages, unenumerated .....	76,650	17,271.16	220,070	56,431.79
Rice .....	7,304,783	400,844.69	79,728,937	3,300,097.50
Malt .....	1,068,930	96,478.52	23,096	2,429.96
Beans .....	2,090	148.58	1,663	295.24
Corn .....	62	5.29		
Wheat .....	600	105.34		
Grain, unenumerated .....	23,654	2,232.61	2,811	570.68
Meat, preserved and extracts .....	10,776	7,628.64	12,713	6,430.22
Fruits and vegetables, preserved and extracts .....	67,269	18,760.87	66,321	14,840.98

a Kilo=2.2046 pounds.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Germany.		Great Britain and possessions.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Fish, preserved and extracts	34, 696	\$6, 650. 32	90, 382	\$18, 766. 39
Milk, condensed	15, 497	2, 924. 45	72, 076	20, 379. 61
Forage, unenumerated	80	10. 58		
Sheep			a 1	127. 42
Food products, unenumerated	195, 526	17, 855. 13	177, 339	22, 916. 74
Cement	16, 735, 589	230, 034. 50	4, 086, 159	61, 120. 20
Stone and soils, unenumerated	440, 921	14, 181. 11	1, 054, 879	30, 244. 54
Clay, etc.:				
Pipes and tubes	12, 057	551. 77	3, 321, 818	91, 426. 34
Manufactures, unenumerated	1, 617, 968	262, 748. 32	3, 916, 083	338, 073. 55
Rubber, manufactured	59, 448	112, 865. 37	85, 340	149, 566. 70
Resin	104, 869	8, 355. 24	6, 996	222. 41
Coal	1, 582, 655	13, 362. 77	716, 919, 074	5, 882, 311. 87
Cigarettes, cigars, and manufactures of tobacco	292	712. 31	201	696. 90
Lead, sheets, ingots, bolts, etc.	88, 274	7, 474. 31	389, 998	32, 304. 10
Copper and alloys, sheets, slabs, etc.	32, 487	15, 399. 19	463, 175	183, 125. 61
Tin:				
Bars, sheets, slabs	13, 591	9, 071. 66	97, 081	53, 323. 89
Plate	54, 668	7, 386. 45	3, 510, 120	281, 523. 51
Lead, copper, tin, zinc in tubes or pipes	14, 943	4, 435. 09	126, 346	29, 458. 17
Zinc and alloys in sheets or slabs	41, 153	5, 377. 63	25, 373	3, 146. 86
Aluminum, lead, copper, tin, tin plate, zinc and nickel, manufactures of, unenumerated	373, 573	207, 417. 68	2, 012, 024	301, 759. 31
Coke and artificial combustibles	107, 734	1, 629. 55	26, 539, 721	229, 095. 41
Leather:				
Sole	14	18. 63	346	786. 36
Hide and skin, unenumerated	98, 699	302, 758. 43	74, 936	90, 247. 40
Manufactures	13, 065	38, 931. 18	12, 499	19, 507. 22
Cutlery	88, 593	109, 396. 12	110, 286	129, 249. 65
Leaves, roots, etc., medicinal and dyeing	147, 716	72, 948. 41	39, 750	7, 575. 74
Tobacco leaf	21, 065	19, 611. 64	5, 473	201, 601. 60
Asses, horses, and mules			a 2	698. 74
Grease and tallow	19, 181	2, 526. 32	156, 323	25, 117. 84
Jewelry:				
Gold, silver, platinum	2, 007	94, 063. 10	59	2, 704. 57
Imitation	1, 544	13, 250. 53	262	2, 405. 11
Stones, precious, unset	1	109. 71		
Jute yarn	2, 143	557. 75	12, 579, 455	1, 690, 818. 09
Kerosene, mineral refined oils	110, 965	6, 730. 13	159, 492	11, 677. 33
Wool:				
Raw	2, 036	1, 799. 29	58, 044	14, 785. 09
Yarns, washed or dyed	14, 464	15, 000. 37	92, 044	81, 460. 94
Clothing	11, 105	41, 624. 94	3, 626	12, 240. 83
Textiles	113, 693	248, 114. 57	390, 702	694, 619. 78
Manufactures, unenumerated	66, 755	115, 373. 75	24, 546	23, 906. 61
Linen:				
Yarn	813	416. 30	24, 830	15, 144. 35
Clothing	4, 716	14, 613. 97	4, 819	19, 170. 73
Textiles	28, 125	20, 616. 28	226, 577	242, 159. 64
Manufactures, unenumerated	36, 928	33, 714. 32	98, 059	92, 852. 61
Books and printed matter	73, 652	55, 422. 64	29, 987	102, 605. 99
Furniture, bamboo, rattan, wood	30, 680	16, 891. 43	6, 435	6, 261. 52
Pine boards, etc.	656, 354	20, 975. 54	2, 406, 645	73, 769. 28
Bamboo, rattan, etc., unenumerated	20, 803	17, 807. 06	23, 181	7, 133. 05
Woods, unenumerated	87, 571	3, 972. 79	18, 191	2, 516. 43
Woods, etc., manufactures, unenumerated	97, 817	35, 612. 97	355, 083	27, 001. 77
Marble	329	80. 27		
Oils:				
Animal	955	140. 76	136, 061	29, 261. 29
Machine	75, 262	6, 777. 64	686, 135	75, 526. 43
Vegetable	142, 420	23, 511. 75	771, 235	117, 345. 31
Essence	3, 283	8, 027. 69	687	2, 133. 48
Mineral, unenumerated	1, 984	207. 69	18, 246	842. 95
Paper:				
Printing	1, 762, 363	165, 976. 05	78, 818	9, 614. 69
Cardboard, etc., manufactures of	2, 921, 616	454, 523. 76	186, 688	74, 787. 72
Perfumery	10, 799	7, 788. 46	9, 582	11, 286. 56
Acid:				
Sulphuric	167, 967	10, 486. 39	61, 616	5, 343. 19
Unenumerated	129, 515	31, 790. 14	38, 335	10, 259. 94
Lead, white	167, 829	14, 753. 12	230, 744	26, 135. 36
Medicines and drugs	800, 648	256, 530. 04	616, 246	181, 351. 32
Potash and soda, nitrate of	309, 975	32, 326. 04	344, 398	40, 774. 63
Paraffin	70, 415	15, 660. 47	152, 331	23, 341. 32
Copper, sulphate of	79, 695	10, 422. 45	73, 137	9, 499. 46
Iron, sulphate of	9, 138	263. 12	4, 188	187. 91

a Head.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Germany.		Great Britain and possessions.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Lead, red .....	125,400	\$11,025.74	115,615	\$11,932.31
Chemicals, unenumerated .....	1,109,979	112,728.06	6,522,572	583,407.24
Silk:				
Clothing .....	188	3,010.70	85	1,654.85
Thread, yarn, etc .....	239	1,933.84	31	149.50
Manufactures, unenumerated .....	6,977	62,744.46	2,253	24,153.62
Paints, varnishes, and substances for .....	645,504	248,094.83	2,385,589	573,680.31
Glass:				
For windows and other uses .....	29,840	8,320.94	133,346	14,404.44
Manufactures, unenumerated .....	1,865,185	222,938.77	94,692	25,577.61
Miscellaneous .....		1,356,216.39		1,258,253.51
Total .....		8,988,539.38		29,964,024.58

  

Articles.	Holland.		Italy.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel in bars, plates, and ingots .....	3,935	\$509.91	2,150	\$929.32
Steel and iron wire .....	620	148.58	180	32.20
Iron, sheet and rod .....			4,540	241.96
Pipes, iron and steel .....			545	100.05
Iron and steel manufactures, unenumerated .....	254,950	33,431.42	6,365	1,414.50
Cotton:				
Yarn .....	434	205.39	845,235	350,048.04
Clothing .....	80	96.14	6,644	9,868.43
Piece goods—				
Bleached .....	3,938	2,688.57	7,698	4,065.09
Unbleached .....	140	96.14	1,992	1,233.27
Printed .....	589	695.52	120,803	80,482.75
Dyed .....	4,179	3,953.01	242,794	170,027.73
Unenumerated .....	13,581	10,273.64	181,594	142,800.25
Manufactures, unenumerated .....	5,035	3,680.23	76,346	85,132.92
Instruments, scientific, etc., machinery, etc	607,667	91,719.68	256,285	69,460.00
Motors and locomotives .....			5,667	1,814.70
Implements and tools, unenumerated .....	244	726.11	19,366	14,173.66
Arms and ammunition .....			2,605	1,231.04
Garlic and onions .....			116,217	10,365.15
Sugar .....	19	14.72	50	16.10
Olive oil .....			382,780	115,249.55
Codfish .....	970	169.74	8,094	1,778.07
Lard .....			123	62.33
Potatoes .....			4,460	116.34
Biscuits and pastry .....	544	233.68	21,888	3,564.78
Chocolate, cocoa, and confectionery .....	2,335	1,822.52	2,785	2,353.88
Spice, cloves, aniseed, etc .....	397	111.32	19,105	5,069.43
Flour:				
Wheat .....			23,750	1,147.98
Unenumerated .....	2,044	126.78	4,332	471.78
Fruits, vegetables, chestnuts .....	100	54.51	471,238	48,113.98
Butter .....	5,200	3,208.67	222,549	123,052.30
Ham .....	1,323	778.49	15,098	7,189.11
Cheese .....	479,831	191,504.67	611,161	256,285.43
Bacon .....	45	17.46	8,901	3,389.26
Vinegar .....	205	8.51	200	25.30
Mineral waters .....	200	50.83	15,524	1,366.90
Beer .....	2,232	423.89		
Liquors and sirups .....	1,198	896.29	9,634	3,897.56
Wine .....			10,897,096	1,057,649.94
Beverages, unenumerated .....	177,156	20,146.85	292,334	76,081.98
Rice .....	804,896	17,226.54	1,280,169	83,435.95
Malt .....			63	33.12
Beans .....			76,818	4,511.45
Corn .....			1,890	198.72
Wheat .....			2,443	198.03
Grain, unenumerated .....	10	115		
Meat, preserved and extracts .....			43,886	23,315.55
Fruits and vegetables, preserved and extracts .....	841	272.32	553,431	82,771.94
Fish, preserved and extracts .....	21,026	2,666.85	124,009	30,357.43
Milk, condensed .....	943	216.43	6,306	1,465.60

(a) Kilo=2.2046 pounds.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Holland.		Italy.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Forage, unenumerated .....			8,790	\$361.88
Sheep .....			a4	17.48
Food products, unenumerated .....	1,099	\$174.11	22,278	6,812.81
Cement .....	8,000	223.88	102,880	1,806.78
Stone and soils, unenumerated .....			888,258	14,683.19
Clay, etc., manufactured, unenumerated .....	352,850	49,883.80	59,569	9,462.99
Rubber, manufactured .....	855	1,231.19	19,520	32,178.49
Rosin .....			50	2.58
Cigars, cigarettes, and manufactures of tobacco .....			58	84.87
Tin, bars, sheets, slabs .....	210	137.31	1,068	972.67
Tin plate .....	2,275	214.59		
Lead, copper, tin, and zinc tubes and pipes .....			205	142.60
Aluminium, lead, copper, tin, tin plate, zinc, and nickel, manufactures of, unenumerated .....	21,768	4,482.98	8,460	4,200.72
Leather:				
Hide and skin, unenumerated .....	257	304.06	12,268	12,944.17
Manufactures .....	83	87.96	705	927.82
Cutlery .....			188	166.98
Leaves, roots, etc., medicinal and dyeing .....	56	28.92	9,817	5,486.19
Tobacco, leaf .....	472	278.80		
Asses, horses, mules .....			7	801.09
Grease and tallow .....	1,698	353.97	2,179	526.47
Jewelry:				
Gold, silver, platinum .....	188	213.67	35	1,256.72
Imitation .....			4	198.95
Jute yarn .....			338,207	75,232.88
Kerosene, mineral refined oils .....			1,198	220.80
Wool:				
Yarn, washed, dyed .....			3,767	3,677.47
Clothing .....			521	2,438.28
Textiles .....	784	1,525.36	2,251	4,827.68
Manufactures, unenumerated .....	112	284.88	1,116	1,409.44
Linen:				
Yarn .....			4,327	1,100.78
Clothing .....			1,963	6,205.17
Textiles .....	374	279.91	488	699.20
Manufactures, unenumerated .....	726	464.37	3,983	4,354.59
Books and printed matter .....	107	116.84	25,017	18,701.80
Furniture, bamboo, rattan, wood .....			8,955	5,171.09
Bamboo, rattan, etc., unenumerated .....	100	20.24	284	91.54
Woods, unenumerated .....			4,802	389.16
Woods, etc., manufactures, unenumerated .....	2	.92	11,126	3,284.17
Marble .....			1,890,941	43,926.43
Oils:				
Animal .....			880	49.68
Machine .....			25,516	3,069.46
Vegetable .....	18,701	2,889.35	8,876	1,922.84
Essence .....			160	807.97
Paper, printing .....	88,307	8,487.92	150,480	20,872.27
Paper, cardboard, etc., manufactures of .....	829,832	22,646.26	885,467	63,110.62
Perfumery .....			3,072	2,144.96
Acid, unenumerated .....			13,688	6,374.45
Lead, white .....	4,080	475.18		
Medicines and drugs .....	1,992	799.02	197,773	90,822.68
Potash and soda, nitrate of .....			200	30.82
Copper, sulphate of .....			955	123.97
Lead, red .....	2,000	86.71	231	35.42
Chemicals, unenumerated .....	8,278	1,624.26	221,281	24,522.88
Silk:				
Clothing .....			16	161.92
Thread, yarn, etc .....			919	4,938.79
Textiles .....			686	5,960.22
Manufactures, unenumerated .....			436	3,957.84
Paints, varnishes, and substances for .....	41,253	6,881.60	17,507	1,863.69
Glass:				
For windows and other uses .....			213	238.51
Manufactures, unenumerated .....	15,508	1,097.86	17,506	4,336.88
Miscellaneous .....		85,371.40		250,804.57
Total .....		578,277.04		3,646,251.68

a Head.



Imports of Brazil for year 1901, showing country of origin—Continued.

Articles.	Norway and Sweden.		Portugal.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel in bars, plates, and ingots.....	12,848	\$968.47	.....	.....
Iron, sheet and rod.....	609,085	37,338.14	1,414	\$842.70
Pipes, iron and steel.....	.....	.....	178	81.06
Iron and steel manufactures, unenumerated.....	75,283	11,806.65	247,501	44,904.97
Cotton:				
Clothing.....	.....	.....	38,688	81,840.90
Piece goods—				
Bleached.....	.....	.....	118	76.82
Unbleached.....	591	499.10	.....	.....
Printed.....	.....	.....	341	389.85
Dyed.....	.....	.....	3	4.60
Unenumerated.....	187	111.32	1,191	1,381.61
Manufactures, unenumerated.....	190	162.84	927	2,164.53
Instruments, scientific, etc., machinery, etc.	6,127	8,207.32	97,848	12,029.69
Motors and locomotives.....	.....	.....	14,041	1,447.85
Implements and tools unenumerated.....	7,689	2,844.18	27,764	11,171.79
Arms and ammunition.....	.....	.....	60	11.50
Garlic and onions.....	.....	.....	4,428,483	224,156.33
Olive oil.....	.....	.....	1,857,713	368,146.74
Codfish.....	3,641,833	566,879.62	7,424	1,703.84
Lard.....	5,077	1,743.86	21,460	8,134.87
Potatoes.....	1,500	40.48	6,984,475	274,064.32
Biscuits and pastry.....	57	22.77	1,681	450.34
Chocolate, cocoa, and confectionery.....	.....	.....	4,783	1,579.41
Spice, cloves, aniseed, etc.....	.....	.....	24,891	3,852.96
Flour, unenumerated.....	.....	.....	402	71.07
Fruits, vegetables, chestnuts.....	2,820	442.76	1,406,330	129,793.88
Butter.....	1,006	703.80	854	654.41
Ham.....	.....	.....	8,502	8,846.06
Cheese.....	84	27.14	4,702	2,588.28
Salt, crude.....	.....	.....	1,229,298	11,725.63
Bacon.....	.....	.....	1,502	546.71
Vinegar.....	.....	.....	254,945	19,718.82
Mineral waters.....	.....	.....	18,695	8,412.97
Beer.....	.....	.....	80	28.00
Liquors and sirups.....	.....	.....	1,273	874.00
Wine.....	.....	.....	34,180,209	3,741,298.39
Beverages, unenumerated.....	.....	.....	55,460	17,498.63
Rice.....	.....	.....	24,000	1,484.19
Beans.....	.....	.....	4,962,402	331,856.42
Corn.....	.....	.....	40,387	424.12
Wheat.....	.....	.....	4,617	437.28
Grain, unenumerated.....	.....	.....	42,688	2,069.78
Meat, preserved and extracts.....	.....	.....	168,370	69,859.51
Fruits and vegetables, preserved and extract.....	820	188.14	1,472,754	161,694.88
Fish, preserved and extract.....	22,108	3,548.44	807,202	157,356.57
Milk, condensed.....	9,679	2,069.42	6,440	1,384.14
Forage, unenumerated.....	.....	.....	9,636	536.47
Cattle.....	.....	.....	684	9,985.77
Food products, unenumerated.....	12	15.87	161,248	20,263.93
Cement.....	.....	.....	2,700	58.19
Stone and soils, unenumerated.....	.....	.....	1,872,608	35,062.00
Clay, etc., manufactured, unenumerated.....	20,881	.....	300,493	11,657.55
Rubber, manufactured.....	.....	.....	58	43.70
Rosin.....	761	108.79	.....	.....
Coal.....	.....	.....	1,500	61.41
Cigars, cigarettes, and manufactures of tobacco.....	.....	.....	50	446.30
Tin plate.....	.....	.....	2,660	369.38
Lead, copper, tin, zinc, tubes, and pipes.....	.....	.....	6	8.29
Aluminium, lead, copper, tin, tin plate, zinc, and nickel manufactures, unenumerated.....	434	629.97	5,611	3,559.02
Leather:				
Sole.....	.....	.....	455	390.18
Hide and skin, unenumerated.....	1,239	1,420.94	1,108	1,168.78
Manufactures.....	.....	.....	11	42.32
Cutlery.....	30	146.06	4,054	391.46
Leaves, roots, etc., medicinal and dyeing.....	.....	.....	88,608	14,031.84
Asses, horses, mules.....	.....	.....	69	2,330.85
Grease and tallow.....	.....	.....	255	128.11
Jewelry, gold, silver, platinum.....	.....	.....	183	4,232.69
Wool:				
Clothing.....	.....	.....	81	349.14
Textiles.....	20	346.15	106	71.99
Manufactures, unenumerated.....	.....	.....	36	126.27

<sup>a</sup> Kilo = 2.2046 pounds.<sup>b</sup> Head.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Norway and Sweden.		Portugal.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Linen:				
Yarn.....			96	\$57.50
Clothing.....			1,298	3,512.79
Textiles.....			41	325.91
Manufactures, unenumerated.....			2,811	1,605.17
Books and printed matter.....			79,044	70,820.91
Furniture, bamboo, rattan, wood.....			7,801	2,230.81
Pine, boards, etc.....	2,892,491	\$80,772.78	6,381	211.37
Bamboo, rattan, etc., unenumerated.....			8,311	664.70
Woods, unenumerated.....	12,000	645.38	9,309	580.29
Woods, etc., manufactures, unenumerated.....	863,841	99,948.11	68,570	42,603.13
Marble.....			540	38.18
Oils:				
Animal.....	397	112.24		
Machine.....	167	13.11		
Vegetable.....			8,285	1,068.58
Essences.....			1	5.98
Paper, printing.....	1,829,916	134,549.54	1,806	875.15
Paper, cardboard, etc., and manufactures of.....	2,060,999	150,861.71	7,881	3,175.84
Perfumery.....			609	368.69
Acid:				
Sulphuric.....			609	109.02
Unenumerated.....			111	46.69
Lead, white.....			112	21.16
Medicines and drugs.....	42,297	6,109.26	112,244	34,498.10
Copper, sulphate of.....			12	2.58
Chemicals, unenumerated.....	208,592	15,320.30	89,279	5,888.69
Silk:				
Textiles.....			78	1,704.99
Manufactures, unenumerated.....			25	363.86
Paints, varnishes, and substances for.....	90,188	5,150.62	6,545	1,023.04
Glass:				
For windows and other use.....			90	26.68
Manufactures, unenumerated.....	125	87.72	988	619.85
Miscellaneous.....		8,837.06		209,355.89
Total.....		1,142,306.50		6,198,564.20

Articles.	Spain.		Switzerland.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel in bars, plates, and ingots.....			42	\$32.66
Steel and iron wire.....	5	\$5.06		
Iron and steel manufactures, unenumerated.....	2,625	360.41	480	169.74
Cotton:				
Yarn.....			1,245	942.77
Clothing.....	6,984	7,521.23	1,423	3,419.41
Piece goods—				
Bleached.....			2,541	6,850.32
Unbleached.....			38	278.58
Printed.....	418	287.96	1,582	2,148.43
Dyed.....	70	67.85	21,417	28,885.01
Unenumerated.....	180	266.11	8,570	27,322.16
Manufactures, unenumerated.....	476	606.36	28,582	107,361.98
Instruments, scientific, etc., machinery, etc.....	3,304	1,504.20	22,929	12,163.09
Implements and tools, enumerated.....	115	217.12	1,418	1,896.81
Arms and ammunition.....	245	1,527.68	29	18.63
Garlic and onions.....	178,436	15,204.84		
Olive oil.....	44,988	18,325.51		
Codfish.....	3,750	683.56		
Lard.....	1,650	74.29		
Potatoes.....	184,896	12,897.02		
Chocolate, cocoa, and confectionery.....	104	84.27	6,790	5,768.40
Spice, cloves, aniseed, etc.....	41,951	9,091.21		
Flour, unenumerated.....			24,216	12,639.19
Fruits, vegetables, chestnuts.....	671,591	77,505.40	28	7.59
Butter.....	59	4.83		
Ham.....	1,028	358.84		
Cheese.....	80	20.01	42,417	16,312.06
Salt, crude.....	21,473,210	158,713.11		
Beacon.....			150	61.18
Vinegar.....	1,259	158.01		
Mineral waters.....	13,838	5,225.37	508	65.09

(a) Kilo = 2.2046 pounds.

Imports of Brazil for year 1901, showing country of origin—Continued.

Articles.	Spain.		Switzerland.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Liquors and sirups.....	4,521	\$1,264.54	302	\$96.25
Wine.....	1,528,864	156,886.29	2,290	468.89
Beverages, unenumerated.....	22,287	9,468.56	3,556	1,412.43
Rice.....	750	63.25		
Beans.....	3,312	291.54		
Meat, preserved and extract.....	212	166.75	168	56.81
Fruits and vegetables, preserved and extracts.....	473,787	77,742.58	1,681	468.43
Fish, preserved and extracts.....	130,242	24,173.92	95	25.96
Milk, condensed.....			1,099,368	233,151.22
Food products, unenumerated.....	36,460	5,456.52	128	100.74
Cement.....	4,420	271.17		
Stone and soils, unenumerated.....	6,849	1,282.25		
Clay, etc., manufactured, unenumerated.....	16,044	272.32	86	94.07
Rubber, manufactured.....	178	228.62	2,859	6,796.04
Lead, sheets, ingots, bolts, etc.....	580,286	33,969.63		
Copper and alloys, sheets, slabs.....			47	46.32
Tin plate.....			1,470	128.75
Aluminium, lead, copper, tin, tin plate, zinc, and nickel, manufactures of, unenumerated.....			124	335.45
Leather:				
Hide and skin, unenumerated.....			367	1,494.77
Manufactures.....			1	6.21
Cutlery.....			28	62.56
Leaves, roots, etc., medicinal and dyeing.....	6,443	748.42		
Tobacco, leaf.....	4	6.21		
Asses, horses, mules.....	1	1,155.96		
Jewelry:				
Gold, silver, platinum.....			55	1,565.02
Imitation.....			115	37.49
Stones, precious, unset.....	111	118.45	115	292.33
Kerosene, mineral refined oils.....			81	13.86
Wool:				
Clothing.....			187	1,239.01
Textiles.....	6	22.77	490	771.66
Manufactures, unenumerated.....			151	543.28
Linen:				
Clothing.....			266	1,193.79
Manufactures, unenumerated.....			18	60.95
Books and printed matter.....	1,044	588.05	6,542	6,772.59
Bamboo, rattan, etc., unenumerated.....	273	57.27		
Woods, unenumerated.....	300	41.86		
Woods, etc., manufactures, unenumerated.....	341	851.46	71	250.47
Oils:				
Machine.....			9	8.05
Vegetable.....			561	47.61
Essences.....	33	70.84		
Paper, printing.....	2,070	201.48		
Paper, cardboard, etc., and manufactures of.....	697	218.96	3,048	1,520.07
Perfumery.....	11	8.05	469	2,562.44
Medicines and drugs.....	20,722	8,404.89	2,543	1,608.39
Lead, red.....	240	29.67		
Chemicals, unenumerated.....	9,801	2,960.38	12,615	1,605.56
Silk:				
Clothing.....			70	735.77
Thread, yarn, etc.....			1,475	10,329.99
Textiles.....	116	1,044.89	1,421	16,640.04
Manufactures, unenumerated.....			2,906	34,867.65
Paints, varnishes, and substances for.....	2,280	256.22	1,671	314.18
Glass:				
For windows and other use.....			1	1.61
Manufactures.....			21	59.57
Miscellaneous.....		50,550.78		115,122.13
Total.....		683,995.62		699,379.81

Articles.	United States.		Uruguay.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (a)</i>		<i>Kilos. (a)</i>	
Steel in bars, plates, and ingots.....	19,178	\$1,346.65	548	\$98.78
Steel and iron wire.....	3,867,621	250,658.38	261,602	14,865.82
Iron:				
Sheet and rod.....	60,531	5,039.07	30,396	2,295.86
Pig and wrought.....	25,713	662.17		

(a) Kilo=2,204.6 pounds.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	United States.		Uruguay.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Rails, iron and steel, and parts thereof....	9,406,674	\$260,047.66		
Pipes, iron and steel.....	1,221,073	44,797.79	288	\$37.72
Iron and steel manufactures, unenumerated.....	1,375,483	180,873.91	83,092	7,662.22
Cotton:				
Waste, etc.....	286	149.50		
Yarn.....	4,447	1,608.33		
Clothing.....	5,259	2,971.37	1,859	2,016.41
Piece goods:				
Bleached.....	60,368	40,130.40	9,061	6,445.52
Unbleached.....	54,697	22,846.59	8,391	3,223.22
Printed.....	128,442	87,861.38	7,387	6,944.62
Dyed.....	180,441	118,306.25	13,582	12,015.43
Unenumerated.....	114,434	70,946.03	21,455	17,633.64
Manufactures.....	73,227	37,922.40	4,150	4,809.53
Instruments, scientific, etc., machinery, etc.....	1,342,172	543,711.26	11,244	8,399.37
Rolling stock for railroads.....	950,548	196,387.65	42	2.99
Motors and locomotives.....	122,614	56,456.95		
Implements and tools, unenumerated.....	355,512	155,083.02	11,574	2,571.63
Arms and ammunition.....	98,706	99,240.86	6,042	948.29
Garlic and onions.....			245,175	17,082.65
Sugar.....			50	7.59
Olive oil.....			10,527	2,353.59
Codfish.....	2,185,889	203,133.70	10,506	1,831.86
Lard.....	5,159,784	1,197,937.98	867	153.41
Potatoes.....			40,587	1,755.13
Biscuits and pastry.....	6,899	2,349.68	4,918	468.28
Tea.....	342	441.60	5,259	2,018.25
Chocolate, cocoa, and confectionery.....	341	175.95	360	147.66
Spice, cloves, aniseed, etc.....	13,583	7,518.39	1,960	407.79
Flour:				
Wheat.....	50,328,163	2,747,150.59	679,450	38,851.60
Unenumerated.....	123,159	13,871.07	1,448	152.72
Fruits, vegetables, chestnuts.....	5,511	663.78	85,960	12,177.81
Butter.....	574,159	194,717.31	410	241.73
Ham.....	19,698	8,106.89		
Cheese.....	646	285.20	682	214.82
Salt, crude.....			708,802	8,501.03
Bacon.....	678,063	170,136.43		
Vinegar.....			940	65.32
Jerked beef.....			37,119,723	5,137,472.05
Mineral waters.....	2,174	281.06	710	118.68
Beer.....	111,109	17,026.21	829	102.35
Liquors and sirups.....	3,070	819.96	19	5.52
Wine.....	699	140.99	147,391	15,298.48
Beverages, unenumerated.....	19,988	6,350.30	9,610	2,771.50
Rice.....	3,174	608.12	445,460	25,237.45
Beans.....	204,929	15,224.62	16,927	1,057.54
Corn.....	14,841	834.67	2,320,286	57,667.67
Wheat.....	93	3.91	6,441	269.56
Grain, unenumerated.....	456,979	15,095.59	202,538	6,666.55
Meat, preserved and extracts.....	41,611	10,418.58	2,020	1,457.05
Fruits and vegetables, preserved and extracts.....	36,517	9,404.47	9,487	1,779.51
Fish, preserved and extracts.....	116,171	44,075.82	2,045	485.76
Milk, condensed.....	1,361	884.56	46	26.91
Hay, alfalfa.....			164,865	5,663.75
Forage, unenumerated.....	53,638	1,784.57	6,180	167.67
Sheep.....			18,648	65,282.96
Cattle.....	251	30,472.51	25,266	370,109.33
Food products, unenumerated.....	113,418	20,978.01	1,203	247.94
Cement.....	2,877	61.87	40,835	1,254.65
Stone and soils, unenumerated.....	615,681	7,606.56	821	57.50
Clay, etc.:				
Pipes and tubes.....	170	160.54	420	117.53
Manufactured, unenumerated.....	54,339	3,148.24	32,069	1,826.43
Rubber, manufactured.....	6,817	16,477.66	93	113.62
Rosin.....	10,300,429	255,888.78	2,254	89.70
Coal.....	74,473,258	513,045.79	7,000	126.73
Cigars, cigarettes, and manufactures of tobacco.....	423	3,550.51		
Lead, sheets, ingots, bolts, etc.....	23	24.38	876	63.77
Copper and alloys, sheets, alabs, etc.....	710	170.89	121	55.48
Tin:				
Bars, sheets, alabs.....	3,072	804.08	907	465.29
Plate.....	3,192	720.26	17,679	1,216.01
Lead, copper, tin, zinc, tubes and pipes.....	437	204.93	3,065	436.31
Zinc and alloys, sheets and alabs.....	1,156	230.69	2,489	243.63
Aluminum, lead, copper, tin, tin plate, zinc, nickel, manufactures of, unenumerated.....	515,085	58,794.44	20,548	2,501.94

Imports of Brazil for year 1901, showing country of origin—Continued.

Articles.	United States.		Uruguay.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Coke and artificial combustibles.....	8	\$0.92		
Leather:				
Sole.....	21	32.48		
Hide and skin, unenumerated.....	74,539	110,554.10	2,708	\$3,543.84
Manufactures.....	821	491.05	20	60.72
Cutlery.....	12,808	13,797.01	42	132.71
Leaves, roots, etc., medicinal and dyeing.....	11,589	1,294.78	2,208	208.15
Tobacco, leaf.....	18,866	5,045.05	222	59.80
Asses, horses, mules.....			52,010	38,491.19
Grease and tallow.....	181,252	22,678.92	1,558,979	213,844.57
Jewelry:				
Gold, silver, platinum.....	60	1,126.54	193	51.29
Imitation.....	430	4,414.85	8	154.79
Jute yarn.....	1,058	111.55	350	114.81
Kerosene, mineral refined oil.....	49,715,068	1,968,488.35	122,019	7,094.61
Wool:				
Yarn, washed, dyed.....	6	13.11		
Clothing.....	7	90.16	51	117.90
Textiles.....	565	311.19	775	1,544.45
Manufactures, unenumerated.....	461	607.20	809	565.97
Linen:				
Yarn.....	12,781	1,854.95		
Clothing.....	12	35.19	21	95.22
Textiles.....	1,447	982.73	1,881	1,559.40
Manufactures, unenumerated.....	13,775	6,402.51	370	432.63
Books and printed matter.....	76,149	58,807.58	1	.82
Furniture, bamboo, rattan, wood.....	35,079	10,856.92	3,972	1,257.41
Pine boards, etc.....	21,857,749	562,592.65	6,980	344.81
Bamboo, rattan, etc., unenumerated.....	1,619	428.49	55	10.12
Woods:				
Unenumerated.....	71,003	8,006.10	23,089	613.57
Manufactures, unenumerated.....	297,059	22,625.10	68,650	3,958.53
Marble.....			6,214	284.97
Oils:				
Animal.....	54,112	12,160.38		
Machine.....	2,082,044	145,647.04	14	4.11
Vegetable.....	3,243,794	414,347.07	1,620	367.54
Essences.....	6	25.99		
Paper, printing.....	525,828	34,590.85	3,714	318.55
Paper, cardboard, etc., and manufactures of.....	203,721	25,502.40	20,699	2,948.63
Perfumery.....	81,566	22,421.82	218	561.06
Acid:				
Sulphuric.....	2,669	171.81	360	25.76
Unenumerated.....	1,815	340.17	242	44.16
Lead, white.....	136	24.38		
Medicines and drugs.....	176,675	168,358.85	2,443	744.74
Potash and soda, nitrate of.....			280	28.75
Paraffin.....	40,419	8,014.35		
Copper, sulphate of.....	1,098	49.45	2,690	352.26
Iron, sulphate of.....			155	7.82
Lead, red.....	68	14.08	200	21.43
Chemicals, unenumerated.....	99,535	14,565.67	11,974	2,268.72
Silk:				
Thread, yarn, etc.....	23	292.79		
Textiles.....			6	76.59
Manufactures, unenumerated.....	1,747	15,420.85	25	433.55
Paints, varnishes, and substances for.....	240,999	29,718.76	6,561	973.36
Glass:				
For windows and other use.....	826	299.34	4,850	822.69
Manufacture, unenumerated.....	101,396	27,946.88	3,529	1,064.44
Miscellaneous.....		449,912.89		67,694.62
Total.....		11,876,202.95		6,229,651.43

Articles.	Unenumerated countries.		Total.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. (b)</i>		<i>Kilos. (b)</i>	
Steel in bars, plates, and ingots.....			1,231,830	\$106,770.80
Steel and iron wire.....			9,457,471	516,291.81
Iron, sheet and rod.....			7,637,977	397,609.29
Iron, pig and wrought.....			2,085,197	44,562.95
Rails, iron and steel, and parts thereof....	120	\$14.49	31,409,889	1,031,711.69
Pipes, iron and steel.....			7,658,096	442,436.15
Iron and steel manufactures unenumerated.....	576	119.60	10,082,822	1,466,705.17

a Head.

b Kilo=2.2046 pounds.

## Imports of Brazil for year 1901, showing country of origin—Continued.

Articles.	Unenumerated countries.		Total.	
	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>		<i>Kilos.</i>	
Cotton:				
Waste, etc.			11,591	\$3,211.49
Yarn			2,152,888	719,128.58
Clothing	29	\$76.59	274,702	527,426.11
Piece goods—				
Bleached			1,248,715	971,279.65
Unbleached			145,037	69,493.35
Printed			2,052,700	1,933,553.42
Dyed			1,953,561	1,828,477.23
Unenumerated	62	92.00	938,697	994,608.78
Manufactures unenumerated			1,540,252	1,966,020.22
Instruments, scientific, etc., machinery, etc.	2,122	1,584.24	9,688,007	3,128,104.42
Rolling stock for railroads	2,524	287.27	3,632,725	658,197.67
Motors and locomotives	1,854	542.11	917,362	248,758.34
Implementations and tools unenumerated	460	230.92	4,339,387	1,161,446.18
Arms and ammunition			782,949	661,184.22
Garlic and onions	1,000	74.98	5,111,719	282,905.29
Sugar	7,500	1,035.00	40,076	3,835.48
Olive oil	268	70.61	1,874,916	541,148.37
Codfish			22,908,965	2,864,626.54
Lard	13,074	2,470.20	5,223,647	1,215,300.68
Potatoes	4,800	179.63	19,205,665	685,072.25
Biscuits and pastry	4,353	506.23	163,498	52,737.62
Tea			175,700	106,283.69
Chocolate, cocoa, and confectionery	134	23.92	67,831	40,628.58
Spice, cloves, aniseed, etc.	29,788	3,629.86	703,087	191,334.93
Flour:				
Wheat	6,475	439.76	141,550,771	7,334,090.50
Unenumerated	1,969	130.64	455,206	62,075.62
Fruits, vegetables, chestnuts, etc.	483,448	59,292.62	3,259,471	349,517.20
Butter	486,731	359,504.72	2,747,994	1,563,945.08
Ham	2,289	1,298.98	264,148	126,691.82
Cheese	1,411	530.15	1,171,809	478,322.08
Salt, crude	1,184	45.06	37,695,756	311,790.30
Bacon	160	91.77	721,223	186,589.66
Vinegar	20	10.12	289,476	24,136.11
Jerked beef	312,744	37,210.09	61,113,818	8,330,091.93
Mineral waters			882,691	109,188.82
Beer	810	37.03	674,629	109,119.59
Liquors and sirups	1,024	421.59	88,819	41,287.30
Wine	6,834	1,048.57	48,877,792	5,312,983.67
Beverages unenumerated	2,045	431.71	1,351,418	378,120.26
Rice	2,200	150.65	89,375,310	3,846,646.04
Malt	40,050	8,347.88	4,470,867	394,758.20
Beans	1,524,838	98,431.49	7,567,143	489,310.28
Corn	406,964	11,256.20	14,849,729	854,026.58
Wheat	20,377	1,335.84	114,556,946	3,787,152.86
Grain unenumerated	67,109	1,219.00	1,402,965	42,521.94
Meat, preserved and extracts	873	387.82	308,808	139,124.24
Fruits and vegetables, preserved and extracts	18,839	3,524.52	3,060,842	466,794.96
Fish, preserved and extracts	1,090	1,294.21	1,394,551	317,891.97
Milk, condensed	125	56.66	1,241,436	264,015.62
Hay (alfalfa)	16,178	402.73	19,469,660	387,002.83
Forage unenumerated	19,896	477.48	716,848	17,241.26
Sheep			22,770	37,678.01
Cattle			42,016	1,209,020.07
Food products unenumerated	91,788	5,367.51	869,660	112,255.18
Cement	544,260	7,844.84	37,319,846	480,025.96
Stone and soils unenumerated	4,935	66.98	4,625,464	109,754.62
Clay, etc.				
Pipes and tubes			3,751,051	106,272.65
Manufactures unenumerated	8,935	244.26	10,759,012	899,076.62
Rubber				
Crude	116,402	145,472.93	116,402	145,472.93
Manufactured	29	47.15	194,568	391,001.84
Rosin			10,417,371	259,372.84
Coal			792,985,587	6,413,962.04
Cigars, cigarettes, and manufactures of tobacco	31,196	31,993.46	32,600	38,196.33
Lead, sheets, ingots, bolts, etc.			1,700,959	117,191.21
Copper and alloys, sheets, slabs, etc.			505,786	207,638.25
Tin				
Bars, sheets, slabs			121,914	68,894.89
Plate			3,604,062	292,423.90
Lead, copper, tin, zinc, tubes and pipes			151,325	35,980.17
Zinc and alloys, sheets, slabs			306,365	37,075.31
Aluminum, lead, copper, tin, tin plate, zinc, and nickel, manufactures of, unenumerated	267	289.34	3,408,526	762,040.37
Coke and artificial combustibles			27,278,683	236,753.49

a Head.

*Imports of Brazil for year 1901, showing country of origin—Continued.*

Articles.	Unenumerated countries.		Total.	
	Quantity.	Value.	Quantity.	Value.
	Kilos. <sup>a</sup>		Kilos. <sup>a</sup>	
Leather:				
Sole.....			1,524	\$1,402.54
Hide and skin unenumerated.....			513,289	1,005,350.01
Manufactures of, unenumerated.....	80	\$26.91	48,682	116,344.81
Cutlery.....			281,806	278,535.29
Leaves, roots, etc., medicinal and dyeing.....	998	245.41	849,390	124,644.36
Tobacco, leaf.....	18,136	9,688.75	86,343	47,119.87
Asses, horses, mules.....	301	6,264.97	5,086	96,453.49
Grease and tallow.....	71,540	11,007.34	5,086,264	733,249.20
Jewelry:				
Gold, silver, and platinum.....	27	615.25	4,202	178,463.44
Imitation.....			5,195	49,726.10
Stones, precious, unset.....			2,433	86,114.37
Jute yarn.....			12,945,401	1,778,068.01
Kerosene, mineral refined oil.....	397,419	22,317.12	50,622,194	2,020,784.69
Wool:				
Raw.....			58,798	19,908.97
Yarn, washed, dyed.....			176,834	170,866.09
Clothing.....			25,268	109,927.56
Textiles.....			646,798	1,285,855.48
Manufactures unenumerated.....	20	10.81	137,796	309,067.47
Linen:				
Yarn.....			89,847	43,079.46
Clothing.....			29,049	80,579.67
Textiles.....	2,258	1,400.47	372,684	371,866.46
Manufactures unenumerated.....			179,886	194,441.64
Books and printed matter.....	327	405.26	515,427	524,680.13
Furniture, bamboo, rattan, wood.....			280,635	132,364.95
Pine boards, etc.....	163,284	3,819.84	27,995,834	742,065.96
Bamboo, rattan, etc., unenumerated.....	160	27.37	86,029	28,436.42
Woods unenumerated.....	38,076	1,746.62	420,113	19,339.78
Wood, etc., manufactures unenumerated.....	395,808	22,050.79	2,194,609	230,462.68
Marble.....	54	31.28	1,404,841	45,043.66
Oils:				
Animal.....			183,395	42,180.95
Machine.....	276,370	15,566.40	132,842	30,553.66
Vegetable.....	29,688	4,696.88	2,496,840	574,043.30
Essences.....	1	10.58	55,944	12,867.12
Mineral, unenumerated.....	15,426	1,041.44	9,185	2,112.55
Paper, printing.....	2,816	207.28	2,427,902	568,417.46
Paper, cardboard, etc., and manufactures.....	78,570	4,514.21	4,356,508	1,001,986.84
Perfumery.....	107	154.33	1,416,945	325,667.25
Acid:				
Sulphuric.....			265,738	18,371.45
Unenumerated.....	2,500	404.34	206,331	54,313.43
Lead, white.....			1,067,459	113,312.08
Medicines and dyes.....	8,761	1,696.02	2,313,981	1,174,914.98
Potash and soda, nitrate of.....	44,587	2,565.19	699,658	75,888.17
Paraffine.....			267,421	47,770.31
Copper, sulphate of.....			158,447	20,621.80
Iron, sulphate of.....			16,130	469.08
Lead, red.....			263,236	24,025.11
Chemicals unenumerated.....	14,274	6,496.20	8,511,574	620,619.12
Silk:				
Clothing.....			1,801	84,008.25
Thread, yarn, etc.....			8,784	21,861.04
Textiles.....			28,963	259,422.75
Manufactures unenumerated.....	2	28.98	33,883	361,665.72
Paint, varnishes, and substances for.....	23,702	1,504.43	8,878,510	727,546.66
Glass:				
For windows and other use.....			1,856,766	123,695.30
Manufactures unenumerated.....	7,796	1,046.50	2,807,439	451,650.59
Miscellaneous.....				5,685,911.08
Total.....		967,147.01		95,232,308.62

<sup>a</sup> Kilo=2.2046 pounds.<sup>b</sup> Head.

## BAHIA.

During the year of 1901 and the first six months of this year, there has been little change, and certainly none for the better, in the trade conditions of this district. The prior years had been increasingly discouraging, until now a point has been reached where to be much worse would bring failure upon all. During the period mentioned,

many firms which have heretofore been recognized as good have succumbed. Frequently, doors have been closed and payment suspended with great liabilities and small resources, and when payment has been resumed it has been on a new basis, free from obligations, the creditors having accepted a per cent settlement as better than total failure, necessitating liquidation. In some cases, this settlement has been as low as 20 per cent, and to such an extent have such methods been adopted that Congress has recently enacted a more stringent bankruptcy law which will better protect the creditor.

The continued high gold value of the paper milreis has been especially felt because of the reduced prices of agricultural products, such as sugar, rum, tobacco, coffee, and cocoa. The values of these commodities are regulated abroad, and the world's stock on hand has been so great that the gold price has of necessity been low, which, with the prevailing rates of exchange, has materially decreased the amount received by the producer.

It is a fact that it now costs the producer more to gather many of his products and get them to market than he can hope to receive for them, while the money he is paid buys little if any more than was the case when it was worth half its present gold value and he received for the products more than double the present paper price.

For example, the milreis was worth in 1898 about 12 cents of our money and coffee sold at Rs. 7\$489 to Rs. 8\$170 for 15 kilos; cocoa, Rs. 20\$424 to Rs. 21\$786 for 15 kilos; tobacco, Rs. 12\$000 to Rs. 17\$000 for 15 kilos; sugar 320 to 340 reis for 1 kilo, while now these articles are quoted as follows: Coffee, Rs. 4\$000 to Rs. 5\$000; cocoa, Rs. 11\$000 to Rs. 12\$000; tobacco, Rs. 3\$800 to Rs. 4\$500; and sugar, 280 reis, with Rs. 1\$000 worth about 24 cents United States money.

But, meantime, food, house rent, board, clothing, transportation, labor, fuel, etc., have not decreased 5 per cent, and in many instances the necessities of life have remained the same in milreis as they were when the milreis had its lowest gold value and prices had been raised to correspond with that value. The value of the paper milreis in 1898 was, as I have said, about 12 cents; its value in 1902 is about 24 cents.

Not only has the lot of the Brazilian producer been bad, for the reasons above mentioned, but the foreigner, whose mode of life is quite different and whose requirements are greater, has suffered even more acutely; and this is particularly true of the clerical and other classes who are paid on a gold basis and have to convert their salaries into a currency which fluctuates every few minutes, rising and falling most erratically.

The foreigner, on a gold salary, never can estimate his income; with economy, he may one month have a balance to put away for the proverbial rainy day, but the next month, with equal economy, he will have a deficit, and will even have to use his savings before the rainy day arrives.

Everyone feels the fluctuations of exchange, as the money in circulation decreases. The exporter receives cable advice as to prices offered, and he buys on that basis, always deducting his profits and an estimated amount for his expenses, while the producer gets the remainder in paper currency at the valuation of the day. The producer is so anxious to get money that he seldom even grades his products, but sells them as gathered, leaving to the exporter the sorting and resulting profits due to difference in quality. He is rarely in a



position to store and hold stock to wait for more favorable prices, and if such a thing is done, it is by the speculators of Bahia. Recently, money has been so tight that few have been able to buy and hold stock of any importance. Fluctuations in the value of the paper currency have been so great that even the rashest have feared to do other than buy against immediate sale, which has necessitated prompt closing of exchange and early delivery to obtain the money.

The ordinary laborers and servants do not suffer so much from the exchange fluctuations; when at work, they receive a constant currency price for their services. As their absolute needs are few, and are confined chiefly to native products, they are relatively independent, yet the fewness of the days of labor as compared with more prosperous times lessens the amount of money with which to buy superfluities, and this, in turn, decreases the business of the importer.

The importer has a large stock, larger than it would be had he not thought that with increased crops there would be larger sales. He claims that he can not lower prices on account of the stock that he carries, the slow sales, the increased duties and high interest charges, to say nothing of the federal and state taxes. Granting all this, it would seem that with a doubling in the value of the paper currency and its consequent increased purchasing power abroad, all imported articles should be lower than at present.

As to the assertion that the collection of 25 per cent of the duties in gold has increased the duty charges nearly 25 per cent, and that on this account there can be no reduction in the retail prices of imported goods, facts and figures prove that statement to be erroneous. The Federal minister of finance states that the usual rate of tariff is on a basis of 30, 50, and 60 per cent, and that fully two-thirds of the goods imported are subject to the last two rates, and one-third to the first. For the sake of demonstration, we will assume 40 per cent to represent the average; then a bill of goods which in 1898 cost \$100 or Rs. 823\$950, would have a duty charge of Rs. 329\$580 paper, but with the increased value of the paper currency the same \$100 worth can now be bought for Rs. 411\$875 paper, with 40 per cent duty charges equal to Rs. 164\$790, of which Rs. 41\$197 are in gold and Rs. 123\$593 in paper. The Rs. 41\$197 gold is to-day equivalent to Rs. 92\$693, or a total duty charge of Rs. 216\$286 paper, as against Rs. 329\$580 paper in 1898; while the total cost of the goods delivered here was Rs. 1,153\$530 in 1898 as against Rs. 828\$271 to-day, or a reduction of more than 54 per cent.

It can be stated as a fact that the importer has in his favor to-day a difference of from 20 to 55 per cent, in spite of the 25 per cent of duties in gold. This result is obtained by comparing the price of the goods at the actual exchange of the day with the cost of the goods with the milreis worth 12 cents in 1898, when all duties were payable in paper.

Thus, with the increase in value of the paper milreis, the profits of the import trade show an average increase of 38 per cent. The gross amount may not have increased in like manner, because of the little money in circulation, but meantime merchants have failed to reduce the price of their goods 5 per cent. The public, instead of insisting on a reduction, is warm in its denunciation of the Federal Government's policy, which it believes to be accountable for the high prices which prevail.

The interior of the State has not recovered from the effects of the drought of a few years ago, and it will be some time before the herds of cattle and goats which were then sacrificed can be augmented sufficiently to become a source of income. The few sections where there is always an abundance of pasture are so remote from the centers, that cattle on the ranch command a very low price, and can be driven to market only at certain periods of the year, when there is sufficient grass and water for them to subsist en route. The cost of driving, the loss of weight on the road, to say nothing of the loss by death, injury, etc., leaves little, if any profit for the raiser, and when his grazing and herding expenses have been deducted, he frequently finds he has lost heavily.

In the cities, the slaughtering of cattle and the selling of meat is controlled by a combine. It is true that the cities own the slaughterhouses and grant the use of them to all who pay the stated fees, inspect all cattle both before and after killing, regulate the retail price of meat, and inspect the butcher shops, yet the impediments in the way of a newcomer are so great as to amount to exclusion, and as a result, the combine is in a position to dictate the price paid for cattle.

I have eaten very good sun-dried meat in the interior of the State—a meat much superior to the dried product which comes here in such great quantities from Argentina and Uruguay—and there would seem to be a good demand for this home-prepared article in the cities. This would create an outlet for meat from the interior and would encourage cattle raising. But here intervenes the greatest impediment to all interior development—lack of transportation facilities. Until these facilities are increased, there can be no hope for the cattle raiser, except in extraordinary years.

The great needs for the development of this section and the consequent prosperity of its inhabitants are good transportation facilities, irrigation, and instruction along agricultural lines, with the introduction of proper machinery for the tilling of the soil and the preparation of products.

As pointed out by the minister of finance, the few railways of the district seem to have been built with little view to benefiting sections already developed or capable of being developed. They were constructed under subsidies granting a fixed interest charged on expenditures, and the desire seems to have been to expend the capital as soon as possible. Most of the productive sections are miles away from these railroads, necessitating pack animals to bring the products to the stations and frequently requiring days of journeying.

Good roads connecting the different sections are much to be desired, as the increasing of the quantity that each animal is able to carry would materially lessen the expenses of transportation. I have traveled through the greater part of this district during the last two years, and I have never seen a well-kept road. Instead, there are nothing but pack routes, really not more than paths through the wilderness. Little or no care is given them; even the fallen trees which both impede and render dangerous the transport are not cleared away. When the road becomes impassable, a clearing is made around the obstructions, the idea being that it is easier to cut away the multitude of small saplings and shrubs than to remove the impediment, which really is seldom formidable. No effort seems to be made to straighten trails, repair them, or lessen the grades. There are no artificial depos-

its of water or food for animals along these trails, and the natural supplies, which are small and a considerable distance apart, do not need a very dry season to become exhausted, and so render traffic impossible.

For these reasons, it is always expensive to get products to the railways, and frequently productive sections are absolutely prohibited from finding a market, the cost of transportation being greater than the price offered for the merchandise in Bahia; and this does not take into account the high tariff of the railways, and, in the case of three important districts, the freight by boat from the end of the railway to Bahia City.

It would be easy to build reservoirs, which would render great sections of land inhabitable, productive, and independent of rainfalls. This would take vast capital, and in the present condition of State and national finances, would not seem to be advisable. Yet it would be an excellent investment.

There is great need for instruction in agricultural and allied pursuits. An important district like this actually has no school where instruction in agriculture can be obtained, nor is there any such school in nearby States. There is no systematic tilling, no studying of soils and of conditions favoring various agricultural products, and no rotation of crops. Little attention is paid to the proper gathering and preparation for the market of what is raised. It is true that all agricultural products bring very low prices in paper money, as compared with those prevailing a few years ago, yet I am convinced that agriculture, if properly developed, would pay. What is needed is concentration of labor and effort. Take for example coffee, which used to be one of the staple products of this section. I have seen a number of plantations and find that none of them give much attention to the cultivating of this berry. The preparation for market consists in picking the berries, putting them outdoors on the ground, and allowing them to dry in the sun. Often rains are allowed to fall on the drying coffee, which lessens its value, discoloring it and causing it to rot. The hull is separated from the bean either by flaying or by putting it in a crudely constructed trough in which revolves a large iron-shod wooden wheel, pulled around by oxen. As a result, Bahia coffee comes to the market broken, discolored, and with a bad odor. Sometimes it can hardly be sold at any price, while the freight and other expenses are as heavy as if the coffee were good. Instead of the quality improving, it seems to be getting worse. Two or three years ago, there was much Bahia coffee that would grade No. 7, New York standard, while this year there is little that grades better than No. 8.

With a little effort, sheds could be built to protect the coffee while drying, and machinery for hulling and grading could be bought at small expense. One has but to look at this year's report of the Santos-Dumont estate in São Paulo to see that proper methods would pay. The estate mentioned is said to be incorporated at many times the value of its property, has high-priced foreign managers, etc., and is declaring dividends. Combination of many of the estates and economical management would give greater returns, but one should not lose sight of the fact that it is not increased production of coffee that is wanted, but better grades, for which there is always a large demand at prices that would more than counterbalance the cost of improvements.

## COMMERCIAL TRAVELERS.

There has been an increased number of travelers for United States firms here this year. It is a pleasure to note that, for the most part, they were better prepared than has usually been the case, and could at least speak Spanish, with which they could get along in this Portuguese-speaking country. It is a lamentable fact, though, that so few of them were Americans, and though they may have represented well the lines in which they were interested, if asked for information about other branches they would refer to European houses rather than to our own. It is not expected that an employer should instruct his salesman as to other businesses, or even permit him to engage in them, yet it would seem that they could couple business with patriotism, and at least see that their men do not give information to the advantage of foreigners when we are producing as good articles, or better. Our travelers are still hampered in the execution of orders by the little latitude given them by their firms, and their terms are not acceptable, being either for cash f. o. b., or necessitating the filling of the order through some commission house, which involves additional expense.

This was particularly true of the lead pencil salesmen. They could not compete in all lines with the German firms, which give time for payments and will deal direct, thus obviating the middleman's commission. In the lines in which they were able to get orders, nothing has been heard of the pencils in the six months that have elapsed. The merchants are angry because of the nonarrival of the stock, the lack of which has caused them both inconvenience and loss of money. The delay is doubtless due to the commission house through which the pencil factories work, but such explanations will not be satisfactory to the importer, and he may be depended upon to buy in future from factories dealing direct.

Again, it seems next to impossible for our salesmen to get used to the deliberateness with which a Brazilian conducts business; and as a result he gets impatient at delays and seeming lack of interest, and so loses sales. An abundance of patience and time is necessary to do business here. The place seems large enough to need only two days at most to canvass entirely, but the best continental salesmen stay from six to eight weeks before they have finished, and they succeed in getting good sales and factory orders. No one is in a hurry to sell, and, consequently, no one is in a hurry to buy.

I have to renew, with more emphasis, if possible, some of my recommendations in prior reports. Samples should be brought out and the duty on the different articles studied, so that prospective purchasers may be fully informed as to the cost of the article delivered here. It is easy to incur fines at the custom-house because of false statements as to character of goods, and these fines are high, even if it can be proved that the information was not given with intent to deceive. Not only is it necessary to be conversant with the tariff as a whole, but it is necessary to study the classification as practiced in the different ports. For example, take textiles: It is necessary to know weight per meter with some goods; number of meshes per cubic centimeter; and, with all, as to whether they are plain cotton, wool, or silk, or, if mixed, in what proportion.

Before leaving the United States, each trunk of samples should be

accurately invoiced, and it would be best to take out a Brazilian consular invoice therefor. It should be remembered that only such things as can not be used can be classified as samples. For instance, a whole towel, bedspread, etc., would pay duty as such, but half a towel or spread, which would give an accurate idea of the article, would be classed as sample. One good shoe or stocking would pay as much as a pair, but a shoe or stocking slashed with a knife would be classed as a sample.

Many travelers bring complete articles in such lines as ties, etc., pay the proper duty and then sell the samples at the last place visited, considering such a method better than lugging useless things, which have to be given or thrown away at the port of embarkation.

#### COMMERCIAL TRAVELERS' TAX.

Commercial travelers are liable to various State and city taxes, but these are seldom paid, as most travelers have agents here and claim to be showing new patterns, etc., for their agents and not taking orders direct. Under such conditions, payment is not forced.

#### BUSINESS METHODS.

Local firms frequently complain to me that our exporters ignore explicit instructions as to packing. The lack of attention to such matters is most discouraging to one trying to increase our trade relations. To exporters, it may seem a trivial matter whether an order is sent out in one or a dozen boxes, but here it assumes quite a serious aspect, as many of the local charges are by the package, a small package paying as much as a large one. The greatest expense, other than duty, is the custom-house brokerage, which is assessed on the package basis. I have recently had my attention called to a number of these cases. In one instance, a dealer in novelties sent a varied order to a New York commission house, with definite instructions to pack all the goods in one case. Instead, the products were assembled in New York and sent forward in the small cases in which they had arrived from the manufacturer. The contents could have been easily and safely packed into one large case, but coming as they did, the expenses were enormously augmented. In the item of custom-house brokerage alone, more than \$20 was thrown away. The one crate would have cost about \$2 brokerage; each of the little boxes had to pay this amount. It is hardly to be wondered at that the importer was almost in tears, when he called me in to see "how things were done in the United States!"

In another case, some dry paint stuffs were ordered. The catalogue gave bags, boxes, one-fourth, one-half, and full barrels. Barrels were especially ordered, but one-fourth barrels were received, and the custom-house brokerage was four times what it should have been. There is never any complaint if an extra charge is made for conforming with instructions. Whether from carelessness or otherwise, the fact remains that our firms lose much trade in failing to carry out directions. Reasonable attention to business would greatly increase our trade with this part of Brazil.

The cases just mentioned do not constitute the only reason why our trade with this section is not growing. Perhaps the chief cause is that we really do not seriously try for it, nor send numerous well-

equipped travelers, as does Germany. We seem to be content with a few circulars or letters in English, which quickly find their way to the waste basket. Then, too, European countries give credit.

The merchants here insist on sixty to ninety days' drafts, though they frequently retire them before they come due, in order to save the interest charges. The whole business fabric is founded on this system. The importer insists upon it, because the retailer will have it, who in turn deals on credit with the consumer. The amount of money tied up in this uncertain way is enormous. In prosperous times, debts are promptly liquidated, but under present conditions payments are most annoyingly slow.

Once in a while, a United States manufacturer can be found who will deal direct, but he is usually remote from a point of embarkation, and has to rely on a forwarding agent to get the goods afloat. These agents are frequently either very careless or quite ignorant of the requirements of the country to which the shipment is made, and cause great prejudice by marking things improperly, shipping by roundabout routes, failing to comply with custom-house regulations in regard to consular invoices, or, when the article is shipped, by failing to see that the documents go forward by the same boat. This engenders immense inconvenience and additional expense by detention of goods in the custom-house, frequently to the deterioration of the same, as they have to remain in poorly constructed storerooms until the documents arrive. Firms at a distance from a port should have some one to look after their business at the place of embarkation, but great care should be exercised in employing only those who tend to their business properly.

One very unfortunate thing which has occurred recently is that our firms have sold merchandise to Bahia houses, have written them that they have given the credit desired (from sixty to ninety days), and yet have sent the documents to the banks with directions for sight payment. I can not understand what is their intention. Surely they do not profit by such double dealing, as the importer will not pay the sight draft, and it takes time and expense and much trouble to arrange for a change of instructions to the bank. Sometimes the importer grows disgusted with such methods and refuses to take the goods when the matter has finally been arranged some months afterward. The articles then have to be disposed of at a loss. In one such case, the importer felt that it was the bank that was making the trouble, and wrote to the New York house. The managers replied that they "could not explain why the bank had changed their instructions to sight payment when they had surely given instructions for sixty days." I saw all of the correspondence and they contained explicit instructions to the bank to demand sight payment. The bank, upon reading the last letter to the importer, became so disgusted as to refuse to have any further dealings with the firm, and sent it copies of all the letters, including those to the importer, as an explanation.

Sometimes these cases are temporarily adjusted here, the bank granting the time mentioned to the importer, provided he is known to be of good credit, but even he loses confidence in the firm and is not slow to transfer his business to some other house.

Attention is again called to the fact that it is necessary for all packages to be distinctly marked and numbered and securely fastened. The package should also have marked upon it the gross and net weight; if possible, in kilos. The invoice accompanying a bill of goods should give the exact contents of each case, stating number, weight, of what

made, and price of each separate class of article. In the case of dry goods, it is best to accompany each case with a sample book of the contents, stating the material of which the case is made, weight per meter, and all such information as may facilitate custom-house entry. These particulars are necessary in order that an importer may not be fined double duty for making a false declaration as to contents or composition, or may not have to pay from 5 to 10 per cent increase of duty for declaring that he does not know contents.

The right way to do business with Brazil is to send out properly equipped travelers who can speak Portuguese, the language of the country, or in lieu of that, Spanish. Travelers who know only English are often of little use, as their intercourse is of necessity confined almost entirely to foreigners, while it is the native merchant who should be reached. Letters in Portuguese or Spanish sometimes do good, but it is chiefly for such goods as we alone produce, while for staples and goods that are bought in quantities, it is obvious that a letter can not compete with the large number of German, English, and other travelers who are always here, and who will not only offer as good prices, but better terms, and will also pack to suit customers' wishes, while our firms continue to pack to suit themselves, in spite of explicit directions.

It should be remembered that each merchant imports for himself, not only that he may figure as an importer, but that he may also obtain the benefits of all possible discounts; and these firms should not be discouraged from buying direct, if they care to do so.

For the reasons above mentioned, coupled with the facts that coast-wise freight is excessive, and that frequently state import and export duties have to be paid, it is not advisable to establish a sole agency for Brazil, unless the agent is merely a drummer with a Brazilian office, and the goods are to be imported direct by the purchaser. Sole agents that are engaged in other lines seldom canvass well, even in the city in which their business is located, much less look for an extension of trade to other ports. I know of many such cases, and our firms are losing valuable trade by granting sweeping agencies.

#### CONSULAR INVOICES.

Consular invoices continue to give great trouble, and there is no reason why they should, as the regulations are very complete and simple.

The invoices may be made out in the language of the exporting country or in Portuguese. A great deal of trouble and expense would be saved if each of our exporters would procure a copy of the official nomenclature, which is published in the several languages, with a parallel column in Portuguese. By means of this list, numerous articles could be combined under one head. The custom-house will accept invoices in foreign languages not in accord with the official nomenclature; but in such cases, the articles must be separately enumerated and fully named, otherwise the importer may be subjected to fines. This question of fines is quite a serious one, as once ordered they can not be removed. As pointed out by the chief of the Bureau of Statistics, it is bad that the Government divides the fine with the informer, as under this system fines are imposed to increase private revenue, and no account is taken of error or the fact that there was no attempt to defraud.

Then, too, there seems to be no regular classification of articles, as there is no board of appraisers. I know of many instances where the same article was classified and paid duty under no less than three heads. Should an article be unknown, each inspector into whose hands it falls classifies it differently, and it is easier to pay according to his classification than to wait for an appeal. Since classifications differ even in the same port, it can be imagined how they can vary in the different custom-houses. This has been a cause of complaint from various chambers of commerce, and the chamber at Rio de Janeiro is making an especial effort to have the matter rectified.

## BANKS.

The financial condition of the district has been so bad that there is very little money to be had except upon the very best of security, and then only for short periods at comparatively high rates of interest.

The foreign banks continue to confine their operations almost entirely to exchange and collection. The native banks, upon which the public chiefly rely for the loan of money, have had little funds at their disposal since their resumption of payment in 1901.

What is needed in this district is an American bank, with a head office in some large city of the United States, preferably at New York, and with branches at the principal ports on the coast. It seems a shame that the United States, purchasing as it does more than one-half of Brazil's products and selling to her a considerable part of her imports, should be forced to do business through European banks.

It has been the custom of English banks to establish branches wherever England's trade has gone, and a great part of the commercial success of that country is attributable to this practice. Recently, Germany has also opened branch banks, and these are succeeding. There is no reason why an American bank, with more modern methods than either of the others, should not also succeed.

## EXCHANGE.

Fluctuations in exchange have not been so great as during the past two years, yet they have been sufficient to frequently render legitimate business operations insecure. The following table shows the highest and lowest rate of exchange for each month since June, 1901:

*Rates of exchange.*

Month.	Value of mil- rels in pence.		London, per pound sterling.		New York, per dollar.		Paris, per franc.		Hamburg, per mark.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
July, 1901 .....	9½	11½	20.757	25.263	4.276	5.204	0.825	1.004	1.018	1.240
August, 1901 .....	10	10½	22.196	24.000	4.572	4.944	.882	.954	1.089	1.178
September, 1901 .....	10½	11½	20.869	22.857	4.299	4.708	.829	.908	1.024	1.122
October, 1901 .....	11½	11½	20.104	21.215	4.141	4.370	.799	.843	.986	1.041
November, 1901 .....	11½	12	20.000	20.535	4.120	4.230	.796	.816	.981	1.007
December, 1901 .....	11½	12½	19.104	20.210	3.935	4.163	.759	.803	.937	.992
January, 1902 .....	11½	12½	19.152	21.098	3.945	4.346	.761	.839	.940	1.035
February, 1902 .....	11½	12½	19.948	21.462	4.109	4.419	.793	.853	.979	1.063
March, 1902 .....	11½	12½	19.592	20.589	4.036	4.241	.779	.818	.961	1.010
April, 1902 .....	11½	12	20.000	20.317	4.120	4.185	.796	.807	.981	.997
May, 1902 .....	12	12½	19.296	20.000	3.975	4.120	.767	.795	.947	.981
June, 1902 .....	11½	12½	19.394	20.480	3.996	4.219	.771	.814	.962	1.006



## LIGHTERAGE.

There is still talk of building docks here, and I have been shown a beautiful plan of a concession which was some years ago granted for such an improvement, but the docks are only on paper and bid fair to remain there for some time to come, or at least until the country and the district are in a better financial condition. The old system of lighterage by means of hulks, which resemble the Noah's ark of our childhood's recollections, will go on for some time to come. The greatest disadvantage of this system is the necessity of having to load the lighters in anticipation of the arrival of steamers, and keeping cargo afloat in them at night at the risk of being robbed. In a recent case, a considerable quantity of cocoa was extracted from a lighter, which was then staved in and the rest stolen as it floated out.

Then, too, with winds from the south, it is impossible to take lighters alongside ships, to say nothing of the numerous occasions when such cargo as coffee and cocoa can not be worked on account of rain.

Because of the decrease in trade, there has been little demurrage of late. In fact, there has been so little traffic that most of the lighters are actually rotting from disuse. With the increased value of the paper currency, the lighterage fees have not been lowered, so that now it costs a vessel double what it used to to discharge; and this should be noted by all masters before contracting for hire.

The cost of lighterage is paid by the vessel discharging (unless the contract stipulates otherwise); when loading, it is paid by the exporter.

The present tariff is as follows, the prices being in the fluctuating milreis, which has averaged 23 cents:

*Exports.*

Articles.	Unit.	Sailing vessels.		Steamers.	
		Reis.	United States currency.	Reis.	United States currency.
Sugar.....	100 kos. (220 lbs) ..	200	\$0.0506	350	\$0.0805
Coffee, cocoa, tapioca.....	do .....	300	.0690	400	.0920
Plasma, rubber, etc.....	do .....	300	.0690	400	.0920
Leaf tobacco.....	do .....	400	.0920	500	.1150
Tobacco in rolls.....	do .....	350	.0805	450	.1035
Rosewood, Brazilwood.....	do .....	400	.0920	500	.1150
Cotton.....	do .....	500	.1150	600	.1380
Hides:					
Dry.....	Each .....	30	.0069	40	.0092
Salted, wet.....	do .....	40	.0092	50	.0115

*Imports.*

General cargo in steamers.	Unit.	Sailing vessels.		Steamers.	
		Reis.	United States currency.	Reis.	United States currency.
From Europe and North America.....	1,000 kos.....			54500	\$1.265
River Plate and southern ports.....	Ton .....			43500	1.035
Flour.....	Barrel .....	300	\$0.0690	400	.0920
Codfish.....	do .....	200	.0460	250	.0575
Petroleum.....	Case .....	100	.0230	150	.0345
General cargo in sailing vessel.....	Lighter .....	1000000	23.00		

All lighters for loading or discharging pay Rs. 10\$000 (\$2.30) for towage.

Towage of lighters from the custom-house to Agua dos Meninos, Rs. 10\$30 (\$2.37) each, and to the jetty of the Bahia and San Francisco Railway or Santa Gallo, Rs. 20\$000 (\$4.60).

Other towage is done by special arrangement.

#### CONDITIONS.

1. Exporters are allowed three days for loading on shore and discharging on board, and steamers and sailing vessels are allowed three days for loading on board and discharging on shore, after which a charge of Rs. 40\$000 (\$9.20) demurrage per day and per lighter will be made.

2. Consignees, merchants, or individuals who order lighters will be held responsible for all losses and damages to lighters or cargo which may arise, not only from defective stowage or from overloading, but also for allowing heavy goods to be thrown from a height into the lighters, thereby damaging same.

3. The company will not hold itself responsible for any damages caused by wind or rain or by heat of the sun or by lighters going alongside in rough weather, or for any cause of force majeure.

4. An extra charge of Rs. 20\$000 (\$4.60) will be made for each lighter required to work after 6 p. m., or on Sundays or holidays.

#### CUSTOM-HOUSE WAREHOUSE TAX.

A tax is still collected on all goods entering the custom-house, but recently there has been no need for paying more than the entrance fee, as the volume of business has been so reduced that it is possible to get articles out of the custom-house within a few days after arrival.

#### PASSPORTS.

Brazilian authorities never request passports, but it is most desirable that every person coming to this country should have one, so that identity may be quickly proven, and in case any trouble should arise, the protection of our consular officers may be sought. Consular officers are so frequently importuned to assist in one way or another persons claiming to be American citizens, but without any evidence whatever of citizenship, that they are rightly suspicious of simple statements. A passport would be proof and would obviate much unnecessary trouble.

#### NAVIGATION.

The great decrease in trade has had a marked effect upon the number of vessels entering and clearing at this port. Bahia relies entirely upon ocean transportation, both to get products to market and to supply itself. To such an extent has trade fallen off that during the year ended December 31, 1901, only 80 foreign sailing vessels, with a tonnage of 36,111, entered this port, as against 97, with a tonnage of 48,590 in 1900, and 129, with a tonnage of 64,212, in 1899.

There have been times when there was only one foreign vessel in port, while a couple of years ago there was seldom a time when there were less than a dozen such vessels here at once, and all had come with full cargoes, and many got full cargoes in return. Recently it has been only the regular steamers that have secured freight, and they have had very little.

Bahia is unfortunate in that it is only a port of call, and not the destination of any regular line of steamers. As a result, it must suffer from lessened facilities whenever quarantine is declared against ports on either side of it.

## STEAMSHIP LINES.

The following table shows the steamship and steamboat communication this district has with the rest of the world:

Steamship lines.	Nation.	Head office.	Intervals of sailing.	From—	To—
<b>Trans-Atlantic:</b>					
Lamport & Holt Line. <sup>a</sup>	English-Belgian.	Liverpool	Twice a month.	New York	Rio.
Prince Line	English.	Newcastle	do	do	Do.
Sloman Line	German	Hamburg	Irregular	do	Santos.
Royal Mail S. S. Co.	English.	Southampton.	Fortnightly <sup>b</sup>	Southampton.	Buenos Ayres.
Pacific Steam Navigation Co.	do	Liverpool	Once a month.	Liverpool	Chile.
Norddeutscher Lloyd.	German	Bremen	do	Bremen	Santos.
Hamburg Sudamer Damp.	do	Hamburg	Twice a month.	Hamburg	Do.
Lloyd Austrian	Austrian	Trieste	Irregular	Trieste	Do.
Linha Brazil-Adriatico	Hungarian	Fiume	Monthly	Fiume	Do.
Ligura Brasileira.	Italian	Genoa	Irregular	Genoa	Rio.
Charguer Reunis.	French	Havre	Once a month.	Havre	Santos.
Société Gén. de Trans. Maritimes.	do	Marseille	do	Marseille	Buenos Ayres.
Ca. Messageries Maritimes.	do	Bordeaux	do	Bordeaux	Do.
<b>Bahia Bay, Navigation:</b>					
Bahiana.	Brazilian	Rio	Various <sup>c</sup>	Bahia	Various.
<b>Coastwise:</b>					
Lloyd Brasileira.	do	do	do <sup>d</sup>	Rio	Do.
Empresa Esperanca Maritima.	do	do	Fortnightly	do	Araçaju.
Ca. Pernambuco de Navegação.	do	Pernambuco	Monthly	Pernambuco	Bahia.
Ca. Parenses de Navegação.	do	Para	Irregular	Manaos.	Rio G. do Sul.
Ca. Nacional de Navegação Costeira.	do	Rio	Weekly	Rio	Pernambuco.
San Francisco River, Empresa Viçoso do Brazil.	do	do	Twice a month.	Joazuro.	Minas Geracs.

<sup>a</sup> Also has other sailings, stopping here en route for New York when cargo is offered, and running from three to four boats per month from England, returning from Rio to New York when no cargo is offered here.

<sup>b</sup> Also one cargo boat per month for Europe.

<sup>c</sup> Consists of several lines, sailing daily for Itaparica, Salinas, Madre Dues Santo Estevão, and Bom Jesus; Tuesdays, Thursdays, and Saturdays for Nazareth, Santo Amaro, Cachoeira, and Valencia, returning Mondays, Wednesdays, and Fridays. Also a boat once a month for the southern ports of the State to Caravellas and once a month to Penedo.

<sup>d</sup> Consists of a line leaving Rio on 5th, 13th, 21st, 29th for Manaos; leaving Rio on 8th and 22d for Sergipe and Alagoes; leaving Rio and coasting to Bahia six days before new and full moon, and another leaving Rio on the 15th for Maranhão.

## NEED OF AN AMERICAN LINE.

I have yearly pointed out the necessity for better steamship service from here to the United States, and I am pleased to note that it has been improved by the introduction of two modern combined passenger and cargo boats. My prophecies have been fulfilled, in that these modern boats have increased the passenger business; but the continuance of two old slow boats with bad accommodations is to be regretted.

What is needed is an American line with steamers of fair speed and with accommodations for about fifty first-class passengers, and good cargo space, having, too, a proportionate allowance for second and

third class passengers. They should be built with especial reference to tropical trade. The new boats of the German line to Brazil are of an almost ideal type, and if we had such a line touching at Para, Pernambuco, Bahia, Rio de Janeiro, Santos, and Buenos Ayres, it would do much to increase our trade. Doubtless, the line would at first have to be subsidized, but the benefits that would accrue to our commerce would more than compensate for the money so expended.

At present, the freight rates from the United States are much greater than those from Europe, and this operates to exclude some of our merchandise which could otherwise compete. With a subsidized line, we would be able to introduce an opening wedge, and with the increase of business, the rates would adjust themselves without regard to the subsidy. With slow and irregular boats, we are at a disadvantage. The mails are uncertain, the delays lose us trade, and there are no attractions offered either to people traveling on business or to pleasure seekers.

#### CHARTERING VESSELS OUT.

Masters or owners, in accepting charters out of Bahia, should be careful to see that all conditions are clearly stated in the charter party, and especially that they understand what is set forth in reference to freight. Ships frequently lose large sums by lack of attention to these matters. Rates are accepted that on their face seem to be good, but an examination of the charter party shows that the Bahia ton is specifically mentioned, and this ton differs in weight on almost every article.

The following table gives the legal weight of the Bahia ton for the various articles of export:

Description of produce.	Kilos. <sup>a</sup>	Description of produce.	Kilos. <sup>a</sup>
<b>Sugar:</b>		Rum, molasses, and coquilhos .....	1,000
In cases, boxes, or barrels .....	1,000	Coffee:	
In bags .....	1,150	In barrels .....	900
<b>Tobacco:</b>		In bags .....	1,050
Leaf in bales .....	600	Cotton .....	400
In twists or rolls .....	1,050	Cocoa in bags .....	800
<b>Hides:</b>		Tapioca in bags or barrels .....	700
Dry .....	650	Wood .....	1,000
Salted .....	800	Pissava, pressed .....	600
Green .....	1,000	Bones .....	600
India rubber .....	700	Oil, fish, and palm .....	1,000
<b>Hoofs</b> .....	600	Horns (ton by count) .....	3,000

<sup>a</sup> Kilo equals 2.2 pounds.

#### MANIFESTS OF OUTGOING SHIPS.

In accordance with customs regulations, all vessels clearing from a Brazilian port must request the post-office for mails, and must send a copy of the manifest by registered mail to the statistical bureau at Rio de Janeiro. The receipts from the post-office, showing that these regulations have been complied with, are necessary before clearance is granted, except that the copy of manifest may be sent within ten days after clearance, provided bond is given by the local agents to furnish same.

## PORT CHARGES.

All foreign vessels entering the port to discharge or take on cargo or passengers are required to pay light dues (payable in gold—54.06 cents to the milreis) as follows:

Tonnage of register.	Reis.	United States currency.
Less than 200 tons.....	400000	\$21.84
Less than 400 tons.....	600000	32.76
Less than 700 tons.....	800000	43.68
More than 700 tons.....	1000000	54.60

The following fees are payable in paper milreis: Hospital dues, for each member of the crew, reis 1\$920 (44.16 cents); lazaretto dues, for each member of the crew, reis 640 (14.66 cents); a tax of reis .6\$ (\$1.38) for each mast; a stamp tax of reis 7\$900 (\$1.82) for clearance certificate; and, if the vessel takes cargo, a tax of reis 4\$000 (92 cents), and 10 per cent for each reis 1.000\$000 (\$230) of freight charges.

## FREIGHT RATES.

Freight rates from Bahia to the United States remain stationary, as there is no competition. The lines have had an agreement for several years, and are prospering under it. The rates to Europe have been disturbed by the attempt of German lines to invade the territory of old established English companies. This invasion was promptly met. The English lines went into German territory, and cut rates to such an extent that an agreement was soon made. The same thing has happened between some of the smaller French and English lines. The large mail steamers under the French and English flags have entered into a passenger-and-freight agreement, so that competition has virtually been killed. A passenger ticket on one line is good on the other.

The following table shows the prevailing freight rates for the year:

*Present freight rates out of Bahia.*

Articles.	New York.		Southampton and Liverpool.			
	Rate.	Unit.	Rate.		Unit.	
			Shillings.	United States currency.	Kiloe.	Pounds.
Coffee .....	30 cents and 5 per cent..	Bag of 132 pounds .....	20	\$4.8665	1,050	2,315
Cocoa .....	40 cents and 5 per cent..	do .....	20	4.8665	800	1,764
Copaiba oil .....	\$2.50 per barrel.....	Barrel .....	20	4.8665	1,000	2,304
Copallinos .....	By contract.....	.....	20	4.8665	1,000	2,304
Hides:						
Dry .....	35 shillings.....	1,430 pounds.....	20	4.8665	650	1,433
Wet .....	45 shillings.....	2,200 pounds.....	20	4.8665	1,000	2,304
Feathers .....	40 shillings.....	40 cubic feet .....	20	4.8665		
Placava .....	35 shillings.....	1,323 pounds.....	20	4.8665	800	1,323
Rubber .....	60 cents.....	99 pounds .....	20	4.8665	700	1,543
Tobacco .....	None.....	.....	20	4.8665	800	1,323
Skins .....	50 shillings.....	2,200 pounds.....	20	4.8665	800	1,323
Wood .....	25 shillings.....	do .....	20	4.8665	1,000	2,304

*Present freight rates out of Bahia—Continued.*

Articles.	Bordeaux.				Marseilles.				Hamburg and Bremen.			
	Rate.		Unit.		Rate.		Unit.		Rate.		Unit.	
	France.	United States currency.	Kiloe.	Pounds.	France.	United States currency.	Kiloe.	Pounds.	Mark.	United States currency.	Kiloe.	Pounds.
Coffee.....	80	\$5. 79	1,050	2,315	30+3%	\$5. 96	1,050	2,315	80	\$7. 14	1,050	2,315
Cocoa.....	30	5. 79	800	1,764	30+3%	5. 96	800	1,764	80	7. 14	800	1,764
Coquilhos.....	30	5. 79	1,000	2,204	30+3%	5. 96	1,000	2,204	80	7. 14	1,000	2,204
Hides:												
Dry.....	30	5. 79	650	1,433	30+3%	5. 96	650	1,433	80	7. 14	650	1,433
Wet.....	30	5. 79	1,000	2,204	30+3%	5. 96	1,000	2,204	80	7. 14	1,000	2,204
Pianava.....	30	5. 79	600	1,323	30+3%	5. 96	600	1,323	80	7. 14	600	1,323
Rubber.....	30	5. 79	700	1,543	30+3%	5. 96	700	1,543	80	7. 14	700	1,543
Tobacco.....	30	5. 79	600	1,323	30+3%	5. 96	600	1,323	80	7. 14	600	1,323
Skins.....	30	5. 79	600	1,323	30+3%	5. 96	600	1,323	80	7. 14	600	1,323
Wood.....	30	5. 79	1,000	2,204	30+3%	5. 96	1,000	2,204	80	7. 14	1,000	2,204

## MINES AND MINING.

## MANGANESE.

High exchange, coupled with low prices abroad, has seriously crippled the output of manganese. There is a considerable stock at the mines ready for export, and vast quantities are in sight. No new mines have been opened, and in 1901 prices were so bad that only 1,470 tons was exported; it went to England. In 1900, 18,407 tons was shipped, of which 11,496 went to the United States. Prices have improved a little during the last six months, and 6,882 tons has been exported, of which 3,268 tons went to the United States and the balance to England. The price is still so low that, with the high mining expenses, freight charges to port of embarkation, and export duty, very little of the mineral can be shipped at a profit.

## GOLD.

Considerable prospecting continues to be done, but for the reasons mentioned in former reports—i. e., remoteness of findings from lines of traffic and inability to transport machinery, little gold has been mined.

## DIAMONDS AND CARBONS.

There is little to note relative to diamonds and carbons, without repeating the information contained in the recent report on these articles.<sup>a</sup> The output continues about the same, although the price of carbons has advanced at the mines from 120 to 150 milreis (\$28.80 to \$36) per carat, the higher price being probably due to the increased demand, consequent on the resumption of work in the mining sections of South Africa.

<sup>a</sup> See Consular Reports, No. 265, October, 1902.

## MONOZITE SAND.

This substance continues to be a bone of contention in spite of the fact that the State and national deposits are controlled by an American. During 1901, export duty was paid on 1,617,960 kilos, valued at Rs. 679,543\$200, or \$156,294.94, which went to Germany, and 811,166 kilos from January to June, 1902, about one-half of which went to England and the rest to Germany. The profit on monozite sand is said to be enormous, and for that reason there have been numerous requests to have the present contract rescinded.

## COAL.

The coal business has suffered considerably during the year. One would think that, with the increase in the gold value of the milreis, the use of coal would have increased, but instead companies which used to be large coal buyers have burned wood, and even most of the railroads rely upon wood as a fuel, keeping only a small stock of reserve coal. The result is that the importation of coal has decreased, though the price remains about the same.

These conditions can not last, as the wood now being consumed is chiefly "mangie," which is found in the salt marshes near by. The supply will soon give out, and when the wood has to be transported from any distance its price will go up, and coal will again be in demand.

A part of the decreased importation is attributable to the lessened hours of working some of the factories, the result of the financial condition of the district.

There have been no further importations of United States coal, simply because there has been no one to push it. The following table shows the quantity of coal imported during the last three years:

By whom imported.	1899.	1900.	1901.	Six months, 1902.
	Tons.	Tons.	Tons.	Tons.
Regular dealers.....	31,000	51,833½	43,924	20,114
Railway company.....	4,400	6,000	1,885	.....
Other purchasers.....	7,038	.....	1,796	1,277
Total.....	42,438	57,459½	47,567	21,391

From the above table, it will be seen that the importations fell off 10,000 tons, as compared with 1900, and it is interesting to note that the importations for the first six months of 1902 have been 6,700 tons less than for the same period in 1901, while the stock on hand remains about the same.

The present price of treble-screened Welsh steam coal is 40 shillings to buyers on shore, without contract; free alongside, it is quoted at 36 shillings; and trimmed into bunkers of vessels, without contract, it is 42 shillings.

## SUGAR.

The result of the crop, 1901-2, was reviewed at length in my special reports on sugar.<sup>a</sup> The crop for the coming season, 1902-3, is going

<sup>a</sup> See Consular Reports, No. 263, August, 1902.

to be about one-half the size of the last one, because, on account of the low prices of sugar, no one could afford to renew old canes, and in many cases, the growth of the previous season was either burned or left standing in the fields, with the result that there will be vast unproductive sections this year. The outlook is very gloomy; the world's stock is immense, and only those that have paid strict attention to the economy of cultivation and have modern machinery for extraction can make anything.

During the first six months of 1902, the new sugar factory (Don João), situated in the Santo Amaro district, has been opened, but so little was done that the result is problematic. This factory is the last of the series to receive State aid. In this case, the State agreed to give 800 bonds of 1,000 milreis (\$240) each, to be paid in installments as the work progressed. Of these, 532 bonds were given, but as there was great need for the rapid completion of the factory, in order that the crop of the nearby planters might not be an entire loss, the State agreed to give, instead of the 268 bonds remaining to be issued, the cash sum Rs. 100,000 (\$24,000), to be paid as the work advanced.

The following table shows the prices in this section for the last four years:

Class of sugar.	1898.		1899.		1900.		1901.	
	Milreis.	United States currency.	Milreis.	United States currency.	Milreis.	United States currency.	Milreis.	United States currency.
White crystals .... per kilo...	0.550	\$0.077	0.700	\$0.125	0.500	\$0.105	0.280	\$0.064
Yellow crystals.....do.....	.450	.062	.600	.108	.400	.084	.240	.065
Crude:								
Dry.....do.....	.420	.068	.450	.081	.350	.073	.220	.05
Wet.....do.....	.320	.044	.400	.072	.250	.052	.160	.036

As soon as the season is under way, I shall visit the mills not already visited, and shall give a special report on conditions.

#### TOBACCO.

The best grades of Bahia tobacco are spoken of very highly in Europe, where it is considered to be second only to the Cuban product. The same opinion has been expressed by several large New York and Boston importers.

The great trouble is that proper attention is not given by the planter to curing, grading, and packing, with the result that he receives a comparatively low price for his product. Instead of proper drying sheds, the tobacco is dried on the side of the mud houses, on poles in the open air, on the ground, or by a combination of these methods. In such places, it is exposed to rain and dew, consequently a greater quantity of inferior tobacco is produced than should be the case.

The whole crop is gathered and baled without grading and sold to the exporter, who maintains large warehouses where he has each bale opened, sorted into from eight to twelve grades, and rebaled for market.

The crop for the season just closing was one of the largest in many years. At the commencement of the year, the prices offered in Hamburg, the principal market, were so low that if some of the grades had



been given free by the producer to the exporter, and the latter paid only the export tax and freight, he would have lost on each bale. Later, the market became better, and about all of the crop has been sold, and nearly all of it has been shipped, there having been embarked up to the end of August 501,617 bales of leaf tobacco, weighing 35,113,190 kilos (77,250,018 pounds). Of this amount, 438,685 bales, weighing 30,707,950 kilos (67,557,490 pounds), went to Germany. The average price paid by the exporter was 3,800 to 4,500 reis (\$0.874 to \$1.045) per arroba of 15 kilos (33 pounds).

This year is the first that buyers for the Spanish Government monopoly have purchased in this market. Heretofore, they have bought from Hamburg. The change has been made not so much because the tobacco can be bought any cheaper here or to better advantage than in Hamburg, but that the Brazilian Government may become aware of the purchase, and the fact used as a basis for future commercial treaties, whereby, it is said, Spain hopes to be favored. The quantity so purchased was 18,404 bales, weighing 148,030 kilos (325,666 pounds).

#### HEALTH.

The general health of this district has been very good. There has been no epidemic, and though plague has frequently been on both sides of Bahia, no case has ever occurred here. That Bahia has been so free from pestiferous diseases is due rather to the quarantine and disinfection measures imposed against all people and goods coming from infected ports than to any local sanitary improvements, as none such have been made. The greater part of the city continues to be without sewers and modern conveniences.

There have been practically no cases of yellow fever for more than three years. The few cases which did occur were either sporadic or from infected localities.

The following table shows the principal causes of death for the year of 1901:

Asthma.....	5	Nephritis.....	104
Beriberi.....	101	Pneumonia.....	77
Bronchitis.....	184	Senile debility.....	123
Bright's disease.....	45	Smallpox.....	8
Cancer.....	47	Syphilis.....	41
Cerebral congestion.....	196	Tuberculosis.....	629
Cirrhosis of liver.....	48	Tetanus.....	14
Circulatory system, diseases of.....	423	Tetanus, infantile.....	168
Diphtheria.....	3	Typhoid fever.....	45
Diabetes.....	10	Violent deaths.....	47
Diarrhea and dysentery.....	485	Whooping cough.....	16
Erysipelas.....	25	Yellow fever.....	3
Influenza.....	9	Stillborn.....	269
Leprosy.....	1	Other causes.....	795
Meningitis.....	64		
Malarial fevers.....	339	Total.....	4,317
Measles.....	3		

#### INTERSTATE AND OTHER TAXES.

Interstate taxes are both a serious and vexatious impediment to all business. The import duty collected by some of the States on products from other States and from foreign countries amounts almost to exclusion. In my report on Sergipe,<sup>a</sup> I mentioned this form of tax at

<sup>a</sup> Consular Reports, No. 263, August, 1902.

length, and subsequent investigation has proved that many other States of the Brazilian union derive considerable revenue from such source. Not only is this tax collected on articles intended for sale, but also on those imported for immediate use, and in some cases on those actually in use.

For example, in crossing on horseback from one State into another, either for pleasure or business, one has to pay export duty on the horse under him on going out of one State, and import tax on going into the other. Upon one's return, similar taxes have to be paid, and in one case I know of, as much as 30 per cent of the value of the horse was collected before rider and horse returned home.

Bahia is free from an import tax on articles for home consumption, but puts such restrictions on property passing through in transit that frequently the export duties must be paid a second time, having been paid once in the State of origin. The great trouble is that the import and export laws of the different States are not uniform, and the documents given by one State on the payment of duties do not conform with those required by the State through which the merchandise has to pass. Another serious source of complaint is that State regulations for goods in transit are so frequently changed without notice by executive decree, that before the exporter can instruct his buyer in the distant State to procure documents that conform with the new decree, another decree has been promulgated, and further complications result.

Not only does the State collect revenue on all its products exported, but the municipalities in which they are produced derive their chief revenue from such source. Added to this is a tax collected in each municipality through which merchandise passes en route for embarkation.

The inconvenience caused by these taxes hurts the exporter a little, but the one who suffers most is the producer, as his profit is virtually eaten up.

An exporter who has an office here and buyers in other States, and ships here, has not only the vexations of transit taxes but has to pay an increased business tax. Firms confining their operations to this State have to pay one-eighth of 1 per cent of the gross business of the year, while those dealing in products coming from other States pay one-half of 1 per cent.

#### EXPORT TAX.

The rate of tax on exports has been increased from time to time until it is now at the highest notch, unless it is desired to confiscate the products of the farmers. It consists of a city and State tax collected as a per cent charge on the value of the exported article. This valuation is arbitrarily made and decreed by the State each week, and many times is in excess of the true market value, making it impossible for the exporter to ship with profit. Instead, he has to store his goods and wait until the official valuation has been lowered sufficiently to permit export, but meantime the foreign markets may have dropped, in which case he will lose anyhow. Usually, the exporters watch for the promulgation of the valuation and have their brokers pay export dues on products in anticipation of sale, the rules of the export department allowing thirty days after payment for shipment. If sufficient merchandise to cover the duties paid has not been shipped in the period, the merchant may make claim for the balance; but this is a tedious

process, and frequently the claim is outlawed before it comes up for final adjustment.

The following tables show the city and State rate for the collection of the export tax and the value of products assessed:

*Year of 1901.*

Articles.	City rate.	State rate.	Weight.	Official value.	
				Reis.	United States currency.
	<i>Per ct.</i>	<i>Per ct.</i>	<i>Kilos.</i>		
Cocoanuts and coquilhos.....	2	5	101,340	10,902,000	\$2,507.46
Cocoa .....	1	15	13,324,765	12,151,906,473	2,794,983.32
Coffee .....	1	10	15,281,989	5,903,189,075	1,457,733.40
Cigars, cigarettes, snuff, etc.	1	10	14,944	1,155,489,566	265,762.60
Gold ore.....	1	2	.....	1,364,000	313.72
Gold and silver, old .....	1	15	(a)	1,775,550	408.26
Hides and skins .....	3	14	1,714,300	1,383,524,150	31,830.55
Monozite sand.....	1	22	1,617,960	679,543,200	156,294.94
Plasma.....	3	22	1,711,571	732,890,325	163,532.47
Rubber .....	3	15	58,863	137,578,000	31,642.94
Stones, precious.....	1	13	(b)	363,796,000	83,672.86
Sugar:					
Crude .....	1	1	2,586,584	326,569,040	75,111.45
Crystals .....	1	.....	683,890	77,199,400	17,766.36
Tobacco, leaf.....	1	15	31,562,311	24,196,920,966	5,566,061.82
Woods, diverse .....	2	22	1,719,360	86,574,650	19,912.17
Other products.....	1	10	4,178,419	645,941,181	32,297.02
Total .....	.....	.....	.....	47,853,142,176	10,708,576.27

<sup>a</sup>25 kilograms 865 grams.

<sup>b</sup>5 kilograms 335 grams.

*January 1 to June 30, 1902.*

Article.	City rate.	State rate.	Weight.	Official value.	
				Reis.	United States currency.
	<i>Per ct.</i>	<i>Per ct.</i>	<i>Kilos.</i>		
Cocoanuts and coquilhos.....	2	5	28,500	3,349,000	\$770.27
Cocoa .....	1	15	4,253,963	3,368,232,740	774,693.58
Coffee .....	1	9	2,542,608	875,377,455	201,236.81
Cigars, cigarettes, snuff, etc.	1	10	2,883	620,536,494	142,723.39
Gold ore.....	1	2	.....	.....	.....
Gold and silver, old .....	1	15	8	560,000	128.80
Hides and skins .....	2	14	779,051	590,672,900	135,864.77
Monozite sand.....	1	22	811,166	324,467,120	74,627.44
Plasma.....	2	22	965,382	401,386,000	92,318.78
Rubber .....	2	15	41,201	100,986,400	23,215.37
Stones, precious.....	1	13	(a)	166,432,000	38,279.36
Sugar:					
Crude .....	1	1	285,888	22,870,640	5,260.25
Crystals .....	1	.....	2,571,159	261,564,400	60,157.51
Tobacco .....	1	15	27,568,336	13,598,780,306	3,127,719.47
Woods, diverse .....	1	22	464,377	33,200,290	7,636.07
Other products.....	1	5	3,279,989	244,885,884	56,312.25
Total .....	.....	.....	.....	20,613,191,629	4,741,084.07

<sup>a</sup>2 kilograms 378 grams.

In addition to the above, the State collects for statistical expenses 2 per cent on all exports, and 1 per cent on all agricultural products, to form a fund for the new bank, full details of which were given in a special report.<sup>a</sup>

During the period named, the following products were exempt from export tax: Fabrics, hats, shoes, matches, purified or pulverized sugar. Birds, small animals, and fruit are also exempt, provided they are purchased by passengers in transit.

<sup>a</sup>See Advance Sheets of Consular Reports, No. 1518, Dec. 12, 1902.

*Receipts of State for exports for year 1900.*

Article.	Quantity.	Duty.	Statistics.	Total.	
				Brazilian currency.	United States currency.
Cocoanuts and coquil-hos.....kilos.	232, 110	<i>Milreis.</i> 5, 301\$900	<i>Milreis.</i> 2, 284\$516	<i>Milreis.</i> 25, 814\$302	\$5, 681. 00
Cocoa.....do.	18, 131, 431. 500	2, 387. 994\$919	818, 899\$238	2, 705, 394\$202	558, 142. 78
Coffee.....do.	12, 465, 740	764, 843\$927	152, 865\$216	917, 209\$143	192, 613. 92
Cigars, cigarettes, and snuff.....kilos.	3, 337	142, 065\$512	28, 413\$100	170, 478\$512	35, 900. 71
Gold ore.....do.	6. 824	252\$960	252\$960	505\$920	106. 24
Gold and silver, old, kilos.....	17. 980	1, 630\$500	217\$400	1, 847\$900	388. 06
Hides and skins.....kilos.	2, 687, 406	441, 145\$925	51, 899\$456	493, 045\$112	108, 659. 47
Monozite sand.....do.	1, 481, 004	162, 910\$440	14, 810\$040	177, 720\$430	37, 321. 30
Plasma.....do.	1, 704, 244	178, 118\$050	15, 757\$928	188, 855\$978	39, 659. 75
Rubber.....do.	102, 507	59, 920\$965	7, 989\$448	67, 910\$318	14, 261. 17
Stones, precious.....do.	4. 973. 3	45, 358\$196	6, 982\$080	52, 356\$225	10, 996. 70
Sugar:					
Crude.....do.	525, 485	725\$673	1, 451\$346	2, 177\$019	457. 17
Refined.....do.	4, 009, 771	25, 327\$465	25, 327\$465	50, 654\$980	10, 637. 55
Tobacco, leaf.....do.	20, 291, 598. 50	3, 831, 815\$104	517, 575\$344	4, 399, 390\$448	923, 861. 99
Woods.....do.	1, 623, 871	24, 579\$786	2, 234\$516	36, 813\$318	5, 631. 00
Other products.....do.	218, 553, 361. 408	52, 215\$677	20, 893\$247	73, 101\$924	15, 341. 40
Total.....	71, 815, 880. 685	8, 168, 731\$599	1, 165, 748\$729	9, 334, 480\$328	1, 964, 410. 19

a And 689,440 liters.

*Receipts of State for exports for first six months of 1901.*

Article.	Quantity.	Duty.	Statistics.	Total.	
				Brazilian currency.	United States currency.
Cocoanuts and coquil-hos.....kilos.	79, 100	<i>Milreis.</i> 433\$900	<i>Milreis.</i> 173\$560	<i>Milreis.</i> 607\$960	\$139. 72
Cocoa.....do.	4, 073, 679	607, 423\$256	84, 990\$183	692, 416\$439	159, 255. 78
Coffee.....do.	2, 799, 990	114, 317\$919	22, 863\$584	137, 181\$508	31, 551. 75
Cigars, cigarettes, snuff, etc.....kilos.	4, 616	56, 267\$024	11, 253\$405	67, 520\$429	15, 529. 70
Gold ore.....do.	. 682	27\$280	27\$280	54, 560	12. 55
Gold and silver, old, kilos.....	4. 2	44\$100	5\$880	49\$980	11. 49
Hides and skins.....kilos.	924, 471	114, 534\$567	16, 362\$098	130, 896\$660	30, 106. 23
Monozite sand.....do.	807, 960	74, 655\$504	6, 786\$864	81, 442\$368	18, 731. 74
Plasma.....do.	748, 973	78, 009\$787	6, 637\$252	79, 647\$039	28, 817. 82
Rubber.....do.	19, 521	8, 423\$670	1, 123\$156	9, 546\$826	2, 196. 79
Stones, precious.....do.	2. 06	17, 326\$400	2, 665\$800	19, 992\$000	4, 598. 16
Sugar:					
Crude.....do.	2, 338, 132	3, 308\$035	6, 001\$760	9, 004\$795	2, 071. 10
Tobacco, leaf.....do.	24, 920, 114	2, 982, 886\$156	391, 044\$880	3, 323, 881\$086	764, 492. 64
Woods.....do.	1, 187, 637	14, 501\$752	1, 318\$842	15, 820\$094	3, 638. 62
Other products.....do.	2, 896, 716. 72	84, 841\$227	6, 968\$245	41, 809\$472	9, 616. 18
Total.....	62, 926, 755. 722	4, 051, 648\$577	568, 322\$064	4, 609, 970\$661	1, 060, 269. 27

b And 73,830 liters.

## RAILROADS.

The Federal Government, by the purchase of the Bahia Central Railroad in May, has acquired all of the roads which had been constructed under guarantee. They are now in the hands of private firms, which have leased them from the Federal Government at what would seem to be, under present conditions, ruinously high prices. When the railways were the properties of foreign companies, the Government had to pay, in addition to the interest on the capital invested, vast sums to make up the deficits. The running expenses and repairs were greater than the receipts, and that, too, in a time when there was more movement by rail, due to greater productiveness and better

prices of commodities. It is but natural, then, that as the new managements are pledged to pay certain sums as rent to the Government, and as they are desirous of making something for their own account, they do not keep up repairs or lower the rates, though it would seem better business to lower rates, in order that greater quantities of goods could get to market, thereby in reality increasing receipts. With the railways in their present position, there are only two recourses—either to abandon the lines, which would be a calamity, or continue to subsidize them. But the Government already has heavy expenses; it was to lessen them that it bought the railways from the foreigners.

There have been no new lines opened during the year, and little progress has been made on the State's branch line from San Miguel, on the Nazareth Tram Road, to Areia. The governor, in his message to the legislature, calls attention to the fact that much of the material acquired for this road was of bad quality, and the repairs, together with the running expenses on the 11 miles finished, have greatly exceeded the receipts; but he prophesies that with the completion of the road and with economical management, it will be a source of revenue to the State as well as a blessing to the section of country tributary to it.

The other State line, Estrada de Ferro de Santo Amaro, earned in 1901, 218,818,083 reis (\$40,328) and expended 230,531,952 reis (\$53,022), leaving a deficit of 11,713,869 reis (\$12,694). This deficit was chiefly due to reducing the rates of traffic, which became necessary because of the low price of sugar, this road relying almost entirely upon the sugar industry. Besides the expenditures already given, the State expended 275,494,652 reis (\$63,363.77) in repair of the roadbed and for rolling stock.

#### STATE FINANCES.

The condition of the State's finances continues to be the most vital question with which the governor has to deal. He has used his best endeavors to cut down expenses by reducing the number of employees and by otherwise economizing, but still expenditures continue to exceed receipts. The reason for this is that the State relies for more than one-half of its revenue on the export tax. The amount received from this source has been less and less each year, due to the decreasing gold price abroad of most Bahia products, coupled with the increased value of the paper milreis, which gives a smaller amount of money against which to assess the tax. As pointed out by the governor in his annual message, agricultural products are already taxed to their limit, and it has become necessary to devise some new means of raising revenue.

The following table shows the ordinary receipts and expenditures of the State for the past three years:

	1899.		1900.		1901.	
	Milreis.	United States currency.	Milreis.	United States currency.	Milreis.	United States currency.
Receipts .....	11,495,891\$198	\$1,724,393	12,882,536\$021	\$2,347,682	11,945,648\$928	\$2,747,490
Expenditures ....	15,189,484\$447	2,278,422	14,149,601\$742	2,688,424	12,198,872\$929	2,796,740

The above amounts do not include receipts or expenditures on account of loans.

The following is a statement of the debt of the State on June 30, 1902:

Character of debt.	Reis.	United States currency.
Bonded debt.....	18,817,116,802	\$4,327,936.75
Floating debt.....	7,269,037,207	1,671,878.56
Loans from trust funds.....	3,486,198,045	801,824.40
Loans from banks.....	891,806,635	90,000.30
Total.....	29,963,652,189	6,891,640.01

H. W. FURNISS, *Consul.*

BAHIA, November 4, 1902.

*Official value of imports at Bahia for the year of 1901 and first six months of 1902.*

Country of origin.	Year of 1901.		Six months of 1902.	
	Value in reis paper.	Value in United States gold.	Value in reis paper.	Value in United States gold.
African coast.....	4,388,579	\$1,009.37		
Argentina.....	2,900,515,910	667,118.66	331,911,945	\$76,339.75
Austria.....	606,217,976	139,430.13	385,176,509	88,590.60
Belgium.....	503,278,669	115,754.09	460,297,076	105,864.47
China.....	20,546,433	4,725.68	23,637,000	5,436.51
Denmark.....	7,908,400	1,818.93	1,663,200	382.54
France.....	1,878,062,186	431,954.30	920,565,642	211,730.10
Germany.....	4,986,493,496	1,146,893.50	2,861,290,109	658,096.73
Great Britain.....	8,280,895,281	1,904,606.91	5,418,947,668	246,357.96
Holland.....	133,191,257	30,633.99	123,399,652	28,381.92
India.....	560,000	128.80	1,280,160	294.44
Italy.....	347,392,059	79,900.17	224,363,822	51,603.68
Norway.....	7,678,500	1,766.05	2,507,900	576.82
Portugal.....	2,127,256,541	489,269.00	1,067,118,364	245,437.22
Russia.....	1,038,000	238.74	672,000	154.56
Spain.....	310,026,418	71,806.08	122,700,016	28,221.00
Sweden.....	6,816,383	1,567.89	6,694,999	1,539.85
Switzerland.....	10,435,394	2,400.14	13,213,522	3,039.11
Turkey.....			180,000	41.40
Uruguay.....	5,051,641,936	1,161,877.65	1,949,492,766	448,383.34
United States.....	2,522,976,273	580,284.54	1,070,171,983	246,139.56
Total.....	29,707,320,241	6,832,683.62	14,965,284,933	3,446,615.56

*Exports for year 1901, at Bahia.*

Article.	Unit.	United States.	Africa.	Austria.	Belgium.	Chile.	England.
Anaroba.....	Package						12
Cocoon.....	Ton	3,262.5		50.2	43.9	1,320	4,253.6
Coffee.....	do	4,872.4		33	363.5		1,320.5
Copaiba oil.....	Barrel	27					
Feathers.....	Bale	24					
Hair.....	Bale	8					
Hides, dry.....	do	45,675					
Honey.....	Package		10	2,000			300
Manganese.....	Ton						56
Monozite.....	Bag						1,470
Placava.....	Bale				556		13,500
Resin, copal.....	Bag	33					50,127
Rubber.....	Bale	1,424					102
Rum.....	Cask		177				83
Skins.....	Bale	1,055					47
Sugar.....	Ton	9,443,820					27
Tecum.....	Bale						3,893,160
Tobacco.....							10
Roll.....			2,491				1,495
Leaf.....	Ton				1.7		4,215.7
Whalebone.....	Bale						61
Whale oil.....	Barrel						3,219
Wood.....							
Brazil.....	Log	221			207		4,049
Rose.....	do	2,325					1,225
Various.....	do						881

*Exports for year 1901 at Bahia—Continued.*

Article.	Unit.	France.	Germany.	Italy.	Portugal.	River Plate.	Total.
Araroba	Package.		16				26
Amethysts	Bag		20				20
Carbons	Package.	3					3
Cocoa	Ton	2,944	2,440	54		311.4	13,380.9
Coffee	do.	2,624	5,018	306.7	240	136.6	14,794
Cotton seed.	Bag	200					
Cigars	Box		39		2	5	46
Copaiba oil	Barrel		31				56
Coquilloes	Bag	2,554					2,554
Diamonds	Package.	3					3
Feathers	Bale						24
Gold, old.	Package.	2					2
Hair	Bale						8
Hides:							
Dry	Hide	11,489	12,170	7,800	65		79,499
Salt, wet	do.		50,816				50,816
Honey	Package.		25		1		32
Horns	do.	168	845				1,013
Manganese	Ton						1,470
Monoxite	Bag		18,384				26,834
Oakum	do.		14				14
Passaava	Bale		11,666		1,352	1,022	64,723
Resin, copal	Bag	2	1,324			3	1,464
Rubber	Bale	96	143			97	1,843
Rum	Cask		6				230
Skins	Bale						1,082
Sugar	Ton		120		1,100	12,000	13,360,200
Ticum	Bale		16		83		109
Tobacco:							
Roll	Roll	400	7,148				11,534
Leaf	Ton	928.6	25,067.6			532.4	30,746.1
Whalebone	Bale						61
Whale oil	Barrel		1,948				5,167
Wood:							
Brazil	Log	945			226		5,648
Rose	do.	238			321		4,107
Various	do.	536			39		966

*Nationality of vessels carrying exports for year 1901.*

To—	Ameri- can.	Aus- trian.	Bra- zilian.	Bel- gian.	Eng- lish.	French	Ger- man.	Italian.	Portu- guese.	Total.
Bordeaux						6				6
Bremen							16			16
Genoa								1		1
Hamburg							27			27
Havre						6				6
Liverpool					9					9
Marseilles						5				5
Middleborough					1					1
Montevideo					14	2				16
New York	2			2	15		2			21
Portugal			1						1	2
Southampton					15					15
Trieste		1								1
Total	2	1	1	2	54	19	45	1	1	126

*Exports from January 1 to June 30, 1902 (Bahia).*

Article.	Unit.	United States.	Aus- tria.	Eng- land.	France.	Germany.	River Plate.	Chile.	Total.
Araroba	Package					40			40
Amethyst	Pounds					26,400			26,400
Cocoa	Tons.	672.8	30	1,200	1,280.6	1,441.2	136.1		4,759.8
Coffee	do.	658.7	87	226.5	1,070.9	484.2	.1		2,627.4
Cigars	Package			3		12	5		30
Copaiba oil	do.	63				47			110
Coquilloes	do.				726	14			739
Farinha, mandioc	do.					1			1
Feathers	Tons.	.6							.6
Hair	do.	.4							.4

*Exports from January 1 to June 30, 1902 (Bahia)—Continued.*

Article.	Unit.	United States.	Austria.	England.	France.	Germany.	River Plate.	Chile.	Total.
Hides:									
Dry.....	Number..	18,764		3,000	6,200	2,544			30,508
Salted, wet.....	do.....					23,239			23,239
Honey.....	Package..			8		28			81
Horns.....	do.....				429	215			644
Manganese.....	Tons.....	3,268		3,614					6,882
Medicinal roots.....	Package..	3		31		16			50
Monozite sand.....	do.....					13,518			13,518
Placava.....	do.....			24,269	18	10,756	314	182	36,589
Rubber.....	do.....	856		19	121	171			1,167
Rum.....	Pipe.....			5					5
Skins.....	Bale.....	579		102					681
Sugar.....	Tons.....	5,443.5		536.2					5,979.7
Resin, copal.....	Package..			80		1,437			1,517
Ticum.....	do.....			133		12			145
Tobacco:									
Rolls.....	Rolls.....			1,296	600	2,550			4,446
Leaf.....	Tons.....		7	2,371.8	823.3	22,814.6	221.8	22.4	26,260.9
Whale bone.....	Package..			60					50
Whale oil.....	Barrels..					469			469
Wood:									
Brazil.....	Logs.....	14							14
Rose.....	do.....	893		299		184			1,376
Various.....	do.....			445		108			553

*Nationality of vessels carrying exports from January 1 to June 30, 1902.*

To—	Austrian.	American.	Belgian.	English.	French.	German.	Total.
Baltimore.....				1			1
Bordeaux.....					5		5
Bremen.....						22	22
Hamburg.....						29	29
Havre.....					6		6
Liverpool.....				7			7
Marseilles.....					6		6
Middlesborough.....				2			2
Montevideo.....				12			12
New York.....		2	4	9			15
Southampton.....				17			17
Trieste.....	4						4
Valparaiso.....				3			3
Total.....	4	2	4	51	17	51	129

*Number, tonnage, and nationality of steamships entering and clearing from Bahia during 1900, 1901, and until June 30, 1902.*

Nationality.	1900.		1901.		Six months of 1902.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Argentine.....			3	4,199	1	1,064
Austrian.....	16	23,338	15	24,441	6	9,714
Belgian.....	23	44,110	10	23,497	3	7,220
British.....	183	410,343	173	423,594	77	213,683
Dutch.....	4	2,158				
French.....	75	297,268	74	297,760	35	69,755
German.....	140	292,942	131	296,402	75	160,623
Italian.....	1	1,845	4	5,372		
Portuguese.....	7	14,076				
Russian.....	3	8,643				
Uruguayan.....			1	1,264		
Total.....	452	1,089,718	238	652,935	197	471,079



*Number, tonnage, and nationality of sailing vessels entering and clearing from Bahia during 1900, 1901, and until June 30, 1902.*

Nationality.	1900.		1901.		Six months of 1902.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
American.....	13	8,184	13	6,319	3	1,725
British.....	46	17,859	33	10,218	20	5,636
Danish.....			5	1,895	2	723
German.....	1	883	4	4,393		
Portuguese.....	2	1,353	5	2,280	1	560
Russian.....	2	881	5	2,406	1	585
Spanish.....	4	1,809	1	198		
Norwegian and Swedish.....	29	18,121	27	14,718	13	7,329
Total.....	97	48,590	80	36,111	37	14,776

*Declared exports from Bahia to the United States for the fiscal year of 1902 (by quarters).*

Articles.	Weight in metric tons. a				
	1901.		1902.		Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Cocoa .....	790.1	1,840.8	475.2	229.8	2,835.5
Coffee .....	1,215	2,004.8	629.2	316.8	4,165.8
Copalba, balsam .....	1.2	5.5	5.7	6.1	18.6
Feathers, emu .....	.5	.7	.07	.5	1.8
Hair, cattle .....	.4	.....	.....	.4	.9
Ipecac root .....	.9	.08	.4	.1	1.5
Manaco root .....	.....	1.9	.....	.....	1.9
Manganese ore .....	.....	820	3,220	.....	4,040
Rubber .....	36.4	48.7	12.7	56.1	153.9
Skins:					
Carbaretas .....	1.6	2.2	.4	4.4	8.6
Goat .....	30.5	37.4	31.5	59.4	158.9
Sheep .....	3.7	4.8	8.9	8.5	21
Sugar .....	.....	4,516.6	4,641.6	1,210	10,385.8
Rosewood .....	189.3	.....	79.2	215.3	483.8

Articles.	Value in United States gold.				
	1901.		1902.		Total.
	Sept. 30.	Dec. 31.	Mar. 31.	June 30.	
Cocoa.....	\$213, 213. 87	\$353, 345. 06	\$119, 463. 57	\$61, 210. 79	\$747, 233. 29
Coffee.....	123, 261. 40	261, 298. 47	67, 689. 06	17, 130. 00	469, 378. 93
Copaiba, balsam.....	754. 30	557. 97	3, 942. 98	4, 145. 65	9, 400. 85
Feathers, emu.....	1, 368. 65	2, 426. 92	218. 99	1, 682. 86	5, 697. 42
Hair, cattle.....	88. 73	10. 46		94. 44	193. 63
Hides.....	44, 523. 94	38, 196. 76	11, 069. 24	54, 589. 51	148, 379. 45
Ipecac root.....	3, 856. 48	467. 91	1, 973. 96	628. 75	6, 931. 10
Manaco root.....		283. 50			283. 50
Manganese ore.....		5, 000. 00	30, 000. 00		35, 000. 00
Rubber.....	28, 041. 28	41, 662. 24	12, 067. 82	50, 195. 06	131, 976. 40
Skins:					
Carbaretta.....	958. 97	1, 335. 24	236. 32	2, 639. 28	5, 164. 81
Goat.....	36, 717. 65	41, 982. 52	41, 643. 75	72, 443. 02	192, 786. 94
Sheep.....	2, 068. 29	3, 023. 72	2, 267. 26	4, 712. 76	12, 062. 02
Sugar.....		187, 437. 72	167, 392. 51	46, 581. 44	401, 411. 67
Rosewood.....	5, 882. 19		2, 156. 82	8, 296. 80	16, 334. 81
Total.....	460, 719. 75	937, 018. 49	460, 136. 22	324, 350. 36	2, 182, 224. 82

aMetric ton is the equivalent of 2,204.6 pounds.

*Details of imports at Bahia for year 1901.*

Articles.	Weight (kilos). <sup>a</sup>	Value in milreis.	Value in United States gold.
<b>Steel, iron, and manufactures thereof:</b>			
Steel—bar, sheet, and ingot .....	24, 648	9, 950	\$2, 288. 50
Wire, steel and iron .....	785, 705	198, 097	45, 102. 31
Iron, sheet and rod .....	530, 508	119, 389	27, 459. 47
Iron, pig and wrought .....	41, 115	4, 482	1, 019. 38
Rails, iron and steel, and parts thereof .....	129, 928	82, 025	7, 365. 75
Pipes, iron and steel .....	98, 574	30, 084	6, 907. 82
Manufactures, unenumerated .....	385, 280	369, 582	85, 008. 86
<b>Cotton, and manufactures thereof:</b>			
Waste, etc. ....	8	12	2. 76
Yarn .....	46, 545	106, 191	24, 423. 98
Clothing .....	18, 604	146, 644	33, 728. 12
Piece goods—			
Bleached .....	137, 888	442, 471	101, 768. 33
Unbleached .....	442	1, 674	385. 02
Printed .....	199, 741	888, 626	191, 733. 98
Dyed .....	163, 319	683, 420	157, 186. 60
Unenumerated .....	67, 550	384, 109	76, 845. 07
Manufactures, unenumerated .....	109, 473	712, 188	163, 803. 24
<b>Apparatus, instruments, etc.:</b>			
Instruments, scientific, etc., machinery, etc .....	444, 139	762, 556	175, 387. 88
Rolling stock for railroads .....	82, 398	81, 105	18, 654. 15
Motors and locomotives .....	110, 786	118, 009	27, 142. 07
Implements and tools, unenumerated .....	348, 098	280, 508	64, 515. 69
<b>Arms and ammunition .....</b>	<b>12, 542</b>	<b>90, 317</b>	<b>20, 772. 91</b>
<b>Cereals, food stuffs, forage, etc.:</b>			
Garlic and onions .....	453, 585	129, 642	29, 817. 66
Sugar .....	214	146	33. 58
Olive oil .....	160, 571	173, 876	39, 991. 48
Codfish .....	3, 812, 983	2, 025, 100	465, 773. 00
Lard .....	608, 077	305, 854	70, 231. 42
Potatoes .....	550, 862	98, 213	22, 588. 99
Biscuits and pastry .....	12, 832	11, 445	2, 632. 35
Tea .....	18, 184	42, 068	9, 675. 64
Chocolate, cocoa, and confectionery .....	1, 951	5, 547	1, 275. 81
Spices, cloves, aniseed, etc. ....	92, 582	115, 199	26, 495. 77
Flour, wheat .....	6, 008, 863	1, 462, 899	336, 466. 77
Flour, unenumerated .....	9, 389	8, 821	2, 028. 83
Fruits, green vegetables, chestnuts, etc. ....	57, 973	29, 918	6, 881. 14
Butter .....	481, 917	1, 179, 258	271, 229. 34
Ham .....	10, 106	19, 050	4, 381. 50
Cheese .....	99, 845	173, 928	40, 003. 44
Bacon .....	1, 816	2, 698	620. 54
Vinegar .....	31, 190	9, 126	2, 098. 98
Jerked beef .....	12, 146, 066	7, 112, 280	1, 635, 812. 90
Mineral waters .....	41, 883	34, 043	7, 829. 89
Beer .....	26, 070	17, 183	3, 952. 02
Liquors and sirups .....	3, 876	9, 092	2, 091. 16
Wine .....	2, 306, 512	1, 205, 576	277, 282. 48
Beverages, unenumerated .....	40, 272	61, 712	14, 193. 76
Rice .....	779, 862	181, 377	41, 716. 71
Malt .....	2, 339	1, 074	247. 02
Beans .....	48, 123	17, 071	3, 926. 33
Corn .....	3, 570	845	194. 35
Wheat .....	21, 575	4, 843	1, 113. 89
Grains, unenumerated .....	77, 500	8, 732	2, 008. 36
Meat, preserved and extracts .....	7, 606	17, 082	3, 928. 86
Fruits and vegetables, preserved .....	128, 350	100, 882	23, 202. 86
Fish, preserved .....	22, 979	30, 575	7, 082. 25
Condensed milk .....	82, 923	80, 459	18, 505. 57
Hay, alfalfa .....	406, 846	45, 988	10, 577. 24
Forage, unenumerated .....	46, 200	5, 069	1, 170. 47
Sheep .....	63	136	31. 28
Unenumerated food stuffs .....	29, 480	17, 465	4, 016. 95
<b>Cement .....</b>	<b>2, 513, 565</b>	<b>124, 720</b>	<b>28, 685. 60</b>
Stone and soils, not enumerated .....	208, 447	25, 415	5, 845. 45
Tubes and pipes of clay, etc. ....	2, 573	2, 094	481. 62
Manufactures, clay, etc., unenumerated .....	384, 810	235, 044	54, 080. 12
Rubber, and manufactures of .....	6, 072	64, 592	14, 856. 16
Rodin .....	758, 092	80, 343	18, 478. 89
Coal .....	39, 747, 506	1, 473, 393	338, 880. 39
Cigars and other manufactures of tobacco .....	20	1, 679	886. 17
Lead—sheets, ingots, bolts .....	3, 311	2, 458	565. 34
Copper and alloys, slabs, sheets .....	17, 233	33, 091	7, 610. 93
Tin—bar, sheet, slabs .....	6, 194	15, 178	3, 490. 94
Tin plates .....	118, 025	41, 924	9, 642. 52
Tubes or pipes, copper, lead, tin, or zinc .....	31, 413	19, 619	4, 512. 37
Zinc and alloys, sheet or slabs .....	6, 122	4, 536	1, 043. 28
Manufactures of metals not enumerated .....	162, 149	201, 087	46, 238. 51
Coke and mineral fuel, unenumerated .....	135, 105	6, 712	1, 543. 76
Sole leather .....	222	1, 012	232. 76

<sup>a</sup> Kilo=2.2046 pounds.<sup>b</sup> Head.

*Details of imports at Bahia for 1901—Continued.*

Articles.	Weight (kilos).	Value in milreis.	Value in United States gold.
Hides and skins, dressed, unenumerated.....	18,919	151,924	\$94,942.52
Leather manufactures, unenumerated.....	2,165	20,769	4,776.37
Cutlery.....	22,652	87,583	20,132.89
Leaves, roots, etc., medicinal and dyeing.....	21,569	24,778	5,688.94
Tobacco, in leaf.....	37,431	95,984	22,676.32
Horses and mules.....	454	12,773	2,367.79
Grease and tallow.....	309,567	543,649	125,680.27
Jewelry:			
Gold, silver, platinum.....	71	28,774	6,613.02
Imitation.....	459	13,963	3,211.49
Stones, precious, loose.....	1,777	4,373	1,120.79
Jute yarn.....	386,152	228,540	52,564.20
Kerosene and other refined mineral oils.....	5,666,759	893,982	205,615.36
Wool:			
Yarn, washed, dyed.....	152	871	200.32
Clothing.....	468	10,347	2,379.31
Textiles.....	26,061	276,779	63,659.17
Manufactures, unenumerated.....	5,996	55,369	12,732.67
Linen:			
Yarn.....	349	791	181.38
Clothing.....	1,999	25,144	5,783.12
Textiles.....	37,613	188,756	31,913.38
Unenumerated.....	6,986	50,243	11,555.89
Books and printed matter.....	13,962	79,789	18,339.37
Furniture, bamboo wood, etc.....	18,101	39,582	9,092.38
Pine—boards, plank, etc.....	381,225	64,126	12,442.98
Bamboo, cane, osiers, etc., and unenumerated.....	9,121	16,387	3,769.61
Woods:			
Unenumerated.....	13,099	2,421	556.33
Manufactures, unenumerated.....	15,613	56,773	13,057.79
Marble.....	150,199	23,490	5,402.70
Oils:			
Animal.....	236	407	98.61
Lubricating.....	80,699	32,425	7,457.75
Vegetable.....	219,980	140,383	32,289.09
Essences and extracts of.....	103	1,920	441.69
Mineral, unenumerated.....	4	6	1.35
Paper:			
Printing.....	223,969	108,341	23,768.43
Bristol and other boards and manufactures.....	370,098	406,834	93,571.82
Perfumeries.....	11,116	87,117	20,086.91
Acid:			
Sulphuric.....	2,236	1,021	234.33
Unenumerated.....	6,361	10,761	2,475.08
Lead, white.....	86,368	40,987	9,427.01
Medicines and drugs.....	137,563	393,976	90,614.43
Potash and soda, nitrates of.....	101,502	53,290	12,256.70
Paraffin.....	32,507	32,535	7,433.06
Copper, sulphate of.....	1,087	739	169.97
Iron, sulphate.....	4,054	343	78.89
Lead, red.....	15,243	6,923	1,582.29
Chemical products, unenumerated.....	560,052	178,731	41,106.13
Silk:			
Clothing.....	45	5,595	1,296.65
Yarn, waste, etc.....	10	1,082	251.16
Textiles.....	1,941	87,883	20,213.09
Manufactures, unenumerated.....	2,398	128,509	29,557.07
Paints, varnishes, and materials for.....	221,759	195,472	44,958.56
Glass:			
Window and other.....	48,343	22,944	5,277.12
Manufactures, unenumerated.....	167,112	172,151	39,594.73
Sundry, unclassified.....		1,795,950	413,033.50
Total.....		29,270,558	6,732,228.34

a Head.

*Share of principal countries in the imports into Brazil in 1901.*

Country.	Per cent.
Argentina .....	13.584
Austria-Hungary .....	1.889
Belgium .....	2.300
France .....	8.014
Germany .....	9.416
Great Britain and possessions .....	31.889
Holland .....	.606
Italy .....	3.821
Portugal .....	6.488
Norway and Sweden .....	1.196
Spain .....	.716
Switzerland .....	.701
United States .....	12.441
Uruguay .....	6.506
Various countries .....	1.018
Total .....	100

*Share of principal countries in the exports from Brazil in 1901.*

Country.	Per cent.
Africa .....	0.781
Argentina .....	2.238
Austria-Hungary .....	2.815
Belgium .....	2.198
France .....	11.656
Germany .....	14.724
Great Britain and possessions .....	12.969
Holland .....	4.878
Italy .....	.942
Portugal .....	.591
Spain .....	.157
Suez Canal to order .....	.483
United States .....	43.116
Uruguay .....	1.162
Various countries .....	1.418
Total .....	100

*Imports into Brazil for the months of January, February, and March, 1902.*

Country.	Milreis.	Dollars.	Per cent.
Argentina .....	10,891,889.000	2,506,134.47	10.014
Austria .....	1,806,153.000	415,415.19	1.66
Belgium .....	2,555,277.000	587,713.71	2.349
British Possessions .....	9,192,360.000	2,114,242.80	8.451
Chile .....	69,451.000	15,973.78	.064
Cuba .....	47,631.000	10,955.13	.044
Denmark .....	304,128.000	69,949.44	.279
France .....	8,307,839.000	1,910,862.97	7.638
Germany .....	11,475,391.000	2,639,339.93	10.56
Greece .....	9,181.000	2,111.63	.008
Great Britain .....	28,007,830.000	6,441,800.90	25.749
Holland .....	621,913.000	143,030.99	.572
Italy .....	4,720,312.000	1,065,671.76	4.34
Japan .....	87,459.000	20,115.57	.08
Norway and Sweden .....	1,236,218.000	284,330.14	1.137
Paraguay .....	46,924.000	10,798.52	.043
Peru .....	31,499.000	7,244.77	.029
Portugal .....	6,800,744.000	1,564,171.12	6.252
Russia .....	114,823.000	26,409.29	.106
Spain .....	514,240.000	118,275.20	.473
Switzerland .....	763,428.000	175,588.44	.702
Turkey .....	22,832.000	5,251.36	.021
United States .....	15,623,178.000	3,593,330.94	14.368
Uruguay .....	5,521,391.000	1,269,919.93	5.076
Total .....	108,772,091.000	25,017,580.93	100

*Exports from Brazil for the months of January, February, and March, 1902.*

Country.	Milreals.	Dollars.	Per cent.
Africa, northern.....	578,304	181,850.32	0.29
Africa, southern.....	748,496	172,154.06	.379
Argentina.....	3,980,192	908,944.16	1.99
Austria-Hungary.....	3,340,210	768,248.30	1.191
Belgium.....	3,812,376	876,846.48	1.98
Bolivia.....	620,816	142,787.68	.314
Chile.....	232,408	58,453.84	.118
Denmark.....	771,475	177,439.25	.391
France.....	19,150,665	4,404,652.95	9.697
Germany.....	23,650,644	5,439,648.12	11.976
Great Britain.....	41,278,797	9,494,123.31	20.902
Greece.....	96,198	6,025.54	.013
Holland.....	10,468,766	2,407,816.18	5.321
Italy.....	1,250,701	287,661.23	.633
Norway and Sweden.....	85,409	19,644.07	.043
Paraguay.....	9,900	2,277.00	.006
Peru.....	48,680	11,184.90	.025
Portugal.....	1,918,567	441,270.41	.971
Russia.....	65,528	15,071.44	.033
Spain.....	318,119	73,167.37	.161
Suez Canal to order.....	819,720	188,535.69	.415
Turkey.....	339,228	78,022.44	.172
Turkey, Asiatic.....	239,701	55,131.23	.121
United States.....	81,154,701	18,665,581.23	41.098
Uruguay.....	2,509,019	577,074.37	1.271
Divers countries of Europe.....	127,581	29,343.63	.065
Total.....	197,491,151	45,422,964.78	100

**TRADE AT ARACAJU.***Imports from foreign countries at Aracaju for the year 1901.*

Country of origin.	Official value.		Duties.	
	Milreals.	Dollars.	Milreals.	Dollars.
Argentina.....	7,328,000	1,612.16	1,832,000	408.04
Austria.....	3,698,942	818.77	1,849,471	405.88
France.....	17,407,329	3,829.61	9,464,648	2,080.02
Germany.....	47,293,813	10,404.64	24,259,490	5,337.09
Great Britain.....	325,956,838	71,710.50	140,920,313	31,002.47
Portugal.....	11,223,320	2,469.13	5,611,660	1,234.57
United States.....	67,063,867	14,764.05	40,183,180	8,840.30
Total.....	479,972,109	106,598.86	224,110,762	49,304.37

H. W. FURNISS, *Consul.*

BAHIA, July 6, 1902.

**PARA.**

During the past twelve months, commerce and industry in northern Brazil have been at a standstill. The financial crisis which came upon this country two years ago has left it enervated and timid. Trade and finance are making tentative efforts to readjust themselves upon a new and sounder basis of lower prices and higher exchange. The fabulous profits and reckless speculation of a few years since must give place to conservative and well-established commercial methods. The strain of the readjustment to these conditions is severely felt, and many large firms have gone to pieces. Those which have weathered the storm may now be rated as sound and safe. The mass of the people suffer severely. The cost of living is exorbitantly high and there is little employment,

and but for direct government aid, thousands would perish of starvation in a land of plenty.

Manufacturers and exporters in Europe and the United States are looking closely after business here, and the old system of long-time credits has been abolished. England and Germany have been enormous losers through this crisis.

#### AMERICAN GOODS IN BRAZIL.

Exports to Brazil during the past year have been smaller than for many years previous, owing, first, to the refusal of shippers to grant credits, and, second, to the determination of the local merchants to buy only the necessities of life.

The United States has a monopoly of the flour, kerosene oil, and lumber trade of northern Brazil.

*Flour.*—The flour trade is an immense traffic in itself, and notwithstanding the hard times, the consumption of this commodity continues to increase, the price and quality of the American flour placing it beyond the reach of successful competition.

*Oil.*—The oil trade is also a very important factor in the trade relations of the two Republics.

The exporters of these two staple articles have mastered the secret of commercial success in South America, and their policy should be adopted by others. They have studied the needs and tastes of the people here, and supply them with what they want in the form in which they want it. The flour for the Brazilian trade is put up in strong, tight barrels, of the best quality, adapted to stand the rough usage to which it must be subjected. American oil is put up in cases, each containing two patent 5-gallon cans, and reaches the consumer without leakage or evaporation. The cans are then utilized as household utensils, and there is probably not a family or business firm in Para which has not several of them. The added cost of these cans is borne by the consumer, who is well satisfied to pay for the saving and convenience they afford. If shippers in all other lines would exercise equal care in preparing and packing their goods for this market, they would have little to fear from European competition.

*Lumber.*—Pine lumber for interior building material, cases, boxing, etc., is also a considerable item of import from the United States, and one in which we have no competition. There is a trade in rosin, which shows a steady, healthful growth.

*Hardware.*—Manufacturers of American hardware are slowly but surely taking possession of this field, and a thorough and systematic campaign would make us masters of this trade in South America. American hardware has made its way in Brazil entirely on its own merits, and in the face of a most active, determined competition from German and English makers. There is no question as to the superiority in quality, finish, and style of the American hardware, but, with the exception of a few specialties, the European makers have been able to undersell us, and have thereby secured a disproportionate share of the trade. But the demand for our hardware, machinery, and machinery tools is growing.

*Sewing machines.*—American sewing machines are used here, to the almost complete exclusion of the European makes.

*Musical instruments.*—Our musical instruments are popular, especially the automatic varieties, of which hundreds are now in use in

**Para.** In good times, the trade in these lines will become of very considerable importance.

*Beer.*—American beer holds first place in the popular taste, and were it not for the enormous duties and freight charges, which render the price prohibitive to the ordinary customer, this trade would be large and profitable.

*Drugs and patent medicines.*—In the matter of drugs and patent medicines, American manufacturers are far behind their European rivals in this market. Brazil is an enormous consumer of this class of goods, and the traffic is profitable. Our manufacturers have not studied the trade with sufficient attention, and are therefore not prepared to satisfy the wants and tastes of the people. They are also very careless in packing goods, and I constantly hear complaints from importers of severe losses by breakage and climatic effects, due to ignorance of proper methods of preparing goods for an equatorial climate.

*Typewriters.*—The typewriter is gaining a foothold in Brazil, and recently many inquiries are being made for American machines. There are two points which our manufacturers must remember: Machines must be designed and constructed to withstand the intense heat and humidity of this climate, and some method of packing must be devised which will guarantee the delivery of the machine at this end of the route in working condition. There are no repair shops here, and if a typewriter arrives in bad order, it is as useless as a piece of old junk.

*Cottons.*—American prints, ginghams, and cottons are coming rapidly into favor, and I have been recently informed that practically all the white goods in Para are of American make. This is a line of trade which can be developed to an almost unlimited extent by careful study of the local market.

*Barber supplies.*—Our barber chairs and supplies are popular; in fact, I am informed that practically none other are used in this district.

#### ADVICE TO SHIPPERS.

Manufacturers who are looking to this market as a possible outlet for their goods have two points of paramount importance to consider, viz, how to introduce their goods successfully and how to hold the trade once they have secured it. Articles, both staples and novelties, which are popular at home do not appeal with equal force to the taste of foreigners. It is worse than a waste of time and money to attempt to make a foreigner buy an article which he does not desire. We should find out what he does like, what his real needs are, the character and scope of his transportation facilities, and the peculiarities of his climate, and then conform strictly to all these conditions. In dealing with northern Brazil, the climate must never be left out of the calculation. One might as well expect to sell overcoats and ear muffs on the Amazon as athletic goods. In a country where the thermometer dwells permanently in the nineties, the strenuous life is at a severe discount and vigorous exercise of any kind is avoided. And yet, among the multitude of inquiries received at this consulate from enterprising manufacturers, I have many from makers of this class of goods who are seeking a market here.

It is not only intensely hot every day in the year in northern Brazil, but it is also humid to an unparalleled degree. Goods affected by

extreme heat and dampness must be put up and packed in such a manner as to protect them from such influences, and all cases and packages should be small enough to be readily handled by one man and to admit of convenient transportation by canoes, pack horses, and other primitive forms of carriage.

Bottled and canned goods, and all other articles destined to be sold in original packages, should be specially prepared in attractive forms and colors for this trade. The labels should be in solid, bright colors, and an appropriate illustration of the contents will add much to their selling qualities. The directions for use and other printed matter on the labels should invariably be in Spanish and Portuguese.

The Germans thoroughly understand the importance of this; their labels are printed in four languages—German, French, Spanish, and Portuguese. For this reason, and also because they keep capable salesmen and representatives on the ground to push sales, four-fifths of the goods on the shelves of the local dealers are of German make. The Germans also underbid us in price; but the main reason why they now control this important and lucrative branch of trade is because they have studied the market, learned what it wanted, and fitted the supply to the demand.

There is really but one way to secure and develop trade in this country, no matter what the class of goods may be. The manufacturer must send trained, competent, and skillful men to study the people, country, and its needs; find out what is wanted and how it is wanted; learn the drawbacks and advantages of the trade; gain the confidence of the local dealers, and ascertain their standing; introduce and popularize their goods; push sales and meet competitors on a common ground. These men must speak Spanish and Portuguese, carry a full line of samples, and should have certain discretionary powers to enable them to meet unexpected conditions. Only first-class men should be sent for this work, and they must receive first-class pay. The cost of living is excessively high here, and one must spend money to accomplish anything. Manufacturers who desire to enter this field must be prepared to carry on an expensive campaign, but if properly managed, they will gain unexpectedly rich returns.

Price lists, catalogues, pamphlets, and long-range correspondence will not create trade in this country. They are valuable adjuncts to the business, but only after the traveling salesman has made his canvass. The pamphlets, etc., must be in the language of the country. The great proportion of such printed matter which comes to this consulate is in English, which is about as intelligible to the average Brazilian merchant as Greek. To be effective, all printed matter must be presented in the language of the prospective customer, and should be profusely illustrated.

This consulate maintains a large and convenient reading room for the benefit of the local merchants and American manufacturers. Here the latest New York dailies and local papers are on file, together with hundreds of price lists, catalogues, and advertising pamphlets of American goods. This reading room is visited every day by scores of merchants and dealers seeking to post themselves on the latest prices and offerings of American goods. Unfortunately, most of these lists and pamphlets are printed in English, and are therefore of little or no value in this country.



American manufacturers who produce goods suitable to this market are cordially invited to supply this consulate with catalogues, etc., advertising the merits of their products. They will be conspicuously displayed and brought to the attention of local buyers; but to be effective, they should be in the language of the country.

I wish to call attention also to the practice many merchants and manufacturers have recently adopted, of signing letters and circulars with a rubber stamp. I have even received letters to which the alleged signature was printed by the typewriter. Such letters as these carry no conviction, and bring discredit upon the firm sending them out. The Latin people are lovers of formality, and they give to letters signed in this fashion even less attention than would an American business man—they go straight into the waste basket.

#### ADVICE TO TRAVELERS.

Americans who visit this country should understand that they are coming to an equatorial climate, and their outfit should be selected with this fact in view. They should also consider that in Brazil English is practically unknown, and one must either speak the language of the country or have an interpreter always at hand, which is not only expensive, but very unsatisfactory. Another point which it is important for American travelers to understand is the matter of finances. The visitor to this country should never neglect to provide himself with proper identification papers and a letter of credit, and he should bring with him British gold and nothing else for ready money. American gold is at a ruinous discount here, and it is difficult to dispose of in all cases, while sovereigns pass current everywhere. Attention to these little details will save the traveler much expense and annoyance.

#### NEW STEAMSHIP LINE.

A new service of the Hamburg-American Line steamers has been opened between Para and New York. Hereafter, there will be a regular weekly service. The steamers are new, fast, and commodious, with ample passenger and freight accommodations, thoroughly equipped with modern conveniences for comfort and speed.

The Hamburg-American Line inaugurates its new service with a cut of 20 per cent in freight rates and 40 per cent in passenger rates, the fare between New York and Para being reduced from \$100 to \$60. The establishment of this service will largely increase the trade between the Amazon Valley and the United States.

K. K. KENNEDAY, *Consul*.

PARA, August 1, 1902.

#### SUPPLEMENTARY.

##### RUBBER.

The political troubles in the Acre territory have had a serious effect upon the rubber trade throughout that region, and will undoubtedly result in largely reducing the crop.<sup>a</sup> The rubber produced on the Beni

<sup>a</sup> Under date of January 9, 1903, the consul reports that the total exports from Para in 1902 were 15,264 tons, against 30,499 tons last year. The exports from Manaus fell from 15,469 tons to 13,720 tons.

and the Acre is considered the best that comes to Para, and its loss will therefore be felt by shippers and importers alike.

I give below a table showing the amount of rubber of the various qualities shipped from the Acre from January 1 to May 2, 1902. The value of this rubber, 1,628 tons, is about 972½ contos, or \$244,000. No rubber has been shipped from the Acre since May 2.

These figures will convey some idea of the loss that will be sustained by reason of the revolution on the Acre and the consequent closing of that river to commerce. It should also be understood that the largest proportion of the rubber from this region is shipped during the last six months of the season, viz, from June to January.

*Exportation of rubber from the port of Acre from January to May, 1902.*

[Tons.]

Rubber.	Ser-namby.	Ser-namby Caucho.	Caucho.	Total.
1,440	18.8	1.3	5.8	1,627.9

Rubber from the islands and from the Purus, Jurua, Madeira, Solimoes, Rio Negro, Javary, Japura, Jutahy, Ica, Baixo Amazonas, and Branco rivers and their affluents is coming down in great quantities, and the quality rules high. I am reliably informed that there is an almost inexhaustible supply of caoutchouc in the little-known regions about the Upper Madeira. In the near future, gatherers will look to Bolivia for their supply of this gum. It is understood that a strong effort will be made to prevent their destroying the trees, as in other countries. Experts state that the tree can be tapped in a special manner and its gum extracted year by year for a long term before it becomes exhausted.

A serious obstacle to the successful production of rubber on the headwaters of the Madeira is the system of taxation now in effect. Rubber merchants are charged 23 per cent ad valorem export duty by the State of Matto Grosso. The State of Amazonas also charges 23 per cent duty.

#### GUTTA-PERCHA.

The supply of balata in sight here is so great that no fears of a shortage need be entertained for years to come, if the business is properly and intelligently handled. Experts report that there is not a tributary to the Amazon which does not show forests of this tree upon its banks.

As one result of my previous report on this subject, three syndicates (English, Belgian, and German) are now in the field to produce gutta-percha. The unhappy feature of the situation is that no American syndicate has so far put in an appearance.

The importance of this new industry in Brazil may be realized when it is known that the market price of balata is equal to that of the best rubber, and the cost of production is less than one-tenth that of rubber.

The balata fields of the Guianas and Venezuela are said to be nearly exhausted, which makes the discovery of the supply on the Amazon of the utmost importance to the commercial world.

Another advantageous feature in connection with the production of

balata is that it does not necessitate the risk of life attendant upon the gathering of rubber. The balata grows upon high ground, as well as on the margins of the swampy streams, where the fevers lurk. It is a common saying here that every ton of rubber from the upper river costs two lives. This can never be said of balata, for men may work at this industry with no greater risk than usually attends any labor in the Tropics; and four men will gather as many kilograms of balata per day as thirty men can obtain of rubber.

#### AMERICAN IMPORTS INCREASING.

The inflow of American products billed for Iquitos, Peru, and the headwaters of the Amazon continues uninterrupted. Two large ships loaded with American foodstuffs and machinery for the Upper Amazon passed through this port during the past week, which will give some idea of the extent to which our trade with this country is being developed. Another line of ships from New York is plying to Manaus weekly, which is steadily widening the field of distribution for American products.

It is pleasing to note that American steam launches are rapidly growing in favor here and many of them are now in use in Para and vicinity, having displaced the old-fashioned canoes.

A vessel entered this harbor a few days ago loaded with cottages built in sections and ready for erection. These found a ready and profitable sale. American experts are on the ground to superintend the erection of these buildings, which give promise of satisfaction.

#### GOLD IN MARANHÃO.

I have received a letter from Mr. Guilherme von Linde, concerning gold fields in Maranhão in which he is interested, which reads in part:

The auriferous portion of my property is situated in the State of Para in mountains dividing the Gurupy and Piria rivers (the first named of these rivers being the boundary line between the States of Maranhão and Para). About the year 1888, gold was discovered by fugitive slaves, who sought a refuge here. The negroes washed the gold only with pans, and work is carried on to-day in the same manner. They work only the heads of the creeks, where many nuggets are found.

The quantity of gold extracted with pans during the past fourteen years is not less than 1,000 pounds weight, most of which has been sold in Maranhão. There are still on this property more than 20 creeks which have never been worked. Two quartz reefs, distant about 2 miles from each other, have been discovered, which show free gold, and in the creeks near the reefs a large quantity of drift gold-bearing rock is found.

Water and first-class timber exist in the greatest abundance all over this tract of land, and close to the reefs it would be easy to construct large dikes.

The practical route to this land is by steamer from Para 150 miles down the coast to the little town of Vizen, whose harbor is accessible for steamers of 14 feet draft; thence up the Gurupy River about 50 miles to a place called Bella Aurora. This place is accessible for small steamers or launches of 4 or 5 feet draft. The quartz reefs are distant about 12 miles from Bella Aurora. If a railroad of about 30 miles were constructed from the Guama to the Gurupy River, the mines would be only eleven hours' travel from Para, two hours by railway and nine by steamer. Such a railroad would cost only about \$150,000, as all material imported for mining, inclusive of rails, is free of customs taxes. Nearly all the land between the Guama and Gurupy rivers is mining territory, belonging, with the exception of my land, to the Government. This road would also have a profitable business in transporting cattle from the great Maranhão prairies, which are only about 20 miles distant from its line.

The climate in this region is healthy, and the people who are now living here do not suffer from fevers. The land titles are old concessions from the Portuguese Crown, and do not necessitate any special concession from the State or Federal Governments to work the mines. My property has an area of 12 square leagues.

### BOLIVIAN IMPORTS.

*Goods imported into Bolivia via Para in the first six months of 1902.*

Months.	Vessels.	Packages.	Metrictons.
March .....	Gearense .....	4,670	151
	Amazonense .....	2,702	112
	Rio Purus .....		
	Rio Muaco .....	2,064	81.3
	Arinos .....	388	12.5
April .....	Amazonas .....	1,581	48.2
	Eurico .....	871	28
	Rio Xapury .....	1,688	57.4
	Baturité .....	2,439	89
	Rio Affua .....	547	23.3
	Tamandua .....	1,186	43.3
	Brasil .....	1,177	39.1
May .....	Hermano Alvarez .....		
		19,203	685

K. K. KENNEDAY, *Cmsul.*

PARA, *November 3, 1902.*

### IMPORTERS AT PARA.

For the information of manufacturers and merchants in the United States, I append a list of the importers of Para, classified according to their various lines of business and corrected up to date. For this I am indebted to Mr. C. E. Wellenkamp, a well-known importer of flour and commodities.

I am constantly in receipt of letters requesting these names.

*Manufacturers who import their raw material.*—Ferreira, Pinto & Co., Braga & Co., Cardeira & Cruz, F. M. Simoes, Liberato, Lopes & Co., Seraphim Ferreira d'Oliveira, Vicente Ferreira de Hollanda, F. M. Ereira, Viuva, Arthur & Co., B. Moraes & Co., Soares & Carvalho, Romariz, Dourado & Co., Eduardo Oliveira & Co., Damasceno Rocha & Co., A. Camarlinghi, Ferreira, Valente & Co., Pereira, Dias & Co., C. Correa & Co., M. Marques & Co., F. Pereira & Co., Joaquim Jose da Cunha, Bolonha, Paiva & Co., Bello Kos.

*Importers of hardware.*—Coimbra, Pego & Co., Mourao La Rocque & Co., Cunha, Cerqueira & Co., Martins, Vieira & Co., Moreira, Gomes & Co., Alves, Rodrigues & Co., Silva, Monteiro & Co., E. C. d'Oliveira & Co., Santos, Amoras & Co., Ferreira, Gomes & Co., Amoras & Co., Rebeira da Silva & Co., Barros Araujo & Co.

*Importing grocery houses.*—C. R. dos Reis, Machado, Mendes & Noqueira, Manoel G. Rodrigues & Co., Pereira, Lopes & Co., Pinto da Costa & Serra, F. Santos & Co., Lopes & Goncalves, A. Dias & Co., F. A. da Costa & Co., Pereira & Co., Silva & Garcia, Jose Duarte d'Almeida, Antonio Bernardino d'Aguiar, M. J. Pereira, Viuva, Carneiro & Costa, J. R. da Cunha, Muniz & Co., J. Mendes & Co., Azevedo & Amador.

*Importers of flour.*—Roig & Friaça, Antonio Gomez Ribeiro & Co., Alves Ferreira & Co., David Gambini, F. J. Moreira & Co., Godinho & Co., C. Pimenta & Sobieira, Oliveira & Tavares, M. A. Semblano & Co., Cardoso & Mattos, Souza & Almeida, Jose Gomez da Souza, Santos & Souza, M. J. Outeiro, Oliveira & Souza, Rodrigues & Cabral, Ricardo Rodrigues da Rocha, Santos Pinho & Co., Silva Bastos & Co., Simoes & Nunes, Silva Franca & Co., Tavares & Prado, Claudino Pires, Francisco Teixeira da Silva, Carreira d'Oliveira & Co., Francisco Henriques Leal, Magalhães Silva & Co., Leal & Irmao, Daniel Faria de Carvalho, A. J. Villas Boas & Co., Souza, Tavares & Santos, Ramos & Mattos, Tavares & Nunes, Tavares & Santos, Goncalves & Mattos, Goncalves & Pereira, Capelleiro & Co., Joao Nogueiro Alho, Mourao & Vidal, Jorge

Correa & Co., J. Martins & Co., Gomes Boucinha & Co., Tavares & Irmao, Tavares & Rezende, Campos & Rezende, Valente d'Almeida & Co., Rebeiro Pires & Gonçalves, Emilio Augusto Pinto, Antonio d'Oliveira & Co., Daniel Fernandes & Co., J. Seabra & Co., Emiliano Jose d'Oliveira, Manoel d'Oliveira, Manoel Francisco de Figueirado & Co., Victorino da Silva Moutinho, Tavares & Tavares, Antonio Napoleao & Co., Gonçalves Marques & Co., Ramos & Irmao, Cladio Perez, Albino B. Ferreira Netto, Jose Casellas, Esteves & Pinho, Jose Montes, Lourence & Netto, Lopes & Alonco, Pires & Carvalho.

*Importers of provisions.*—Antonio Luiz Machado & Co., B. A. Antunes & Co., Pereira Junior & Co., Joao Alves de Freitas & Co., Boulhosa Smith & Co., Castro Matta & Irmao, Cunha Muniz & Co., Peixoto Castro & Co., Rocha Silva & Co., M. M. Nogueira & Co., A. J. Alves & Co., Azavedo Dias & Co., Ricardo F. Lopes, Calheiros & Co., Azavedo Rebeiro & Co., Pereira & Bessa, A. P. da Costa Pereira Co., J. R. Gil & Co., Agostino Bastos & Co., Joao Henriques Campos, G. d'Araujo & Co., Lopes Feireira & Co., M. L. de Souza & Co., Santos Sobrinho & Co., Manoel R. d'Oliveira & Co., Marques Lopes & Co., F. B. Lopes Braga, Pache Borges & Co., Autran Roche & Co., A. C. Frias & Co., A. B. de Brito & Co., Trindade Moraes & Co., Botelho & Nogueira, F. M. Marques & Co., Theophile Mendonca & Co., Velhota Silva & Co., A. R. da Silva & Co., Romariz, Dourado & Co., E. Pinto Alves & Co., Ferreiro Costa & Co., M. J. Carreira & Co., Julio Jose da Silva, Luiz d'Araujo & Co., Miranda Silva & Co., Moraes, Sobrinho & Co., Pereira & Gomes, Alves Braga & Co., Armando & Teixeira, Candido Jose Rodrigues & Co., Darlindo Rocha & Co., Gomes Moreira & Co., Jose Luiz de Figueiredo & Co., Thome de Vilhena & Co., J. Rodrigues & Co., Moreira & Pereira, Dias Bastos & Co., Montenegro Ferreira Co., Leite & Co., M. D. d'Oliveira, Carvalho & Co., Valle Certo & Co., Correa & Co., Costeira & Co., Fernandes Teixeira & Co., Freitas Soares & Co., Correa Braga & Co., J. Caribe da Rocha, Joaquim M. dos Santos & Co., J. H. Seabra & Co., Martins Andrade & Co., M. Cruz & Co., Oliveira Andrade & Co., Santos Moreira & Co., Silva Cunha & Co., Solhira Matta & Co., A. Braga & Co., M. Laredo & Co., A. J. de Pinho & Co., Alipio Rocha & Co., Alvaro Monteiro & Co., Amorim & Co., Antonio Cruz & Co., Antonio Jose de Carvalho, Antunes & Co., Antunes Pereira & Co., Arajo & Silva, Casimiro dos Santos Barros & Co., Costa Alves & Co., Falizardo Henriques & Co., Costa Prado & Co., Antonio A. da Silva Cunha, A. J. Barros & Co., D. J. Pereira & Co., Eduardo d'Oliveira & Co., Eduardo F. d'Oliveira, Ferreira Bastos & Co., Francisco Ferreira das Neves, Freire Castro & Co., Gervazio Bentes & Co., Horacio B. de Lima, J. A. Watrin Co., J. A. Barreiros & Co., J. Bastos & Co., Ferreira Costa & Co., Joao Caetano Barreto & Co., Joao Goncalves Bastos & Co., Jordao & Co., Castro & Camanho, Jose Smith Junior & Co., J. P. da Silva Tavares & Co., J. R. Guimaraes & Co., Lopes Guimaraes & Co., C. M. da Silva & Co., Manoel Goncalves Pereira & Co., M. Costello & Co., Mendes Correa & Co., Mendonca Rebeiro & Co., M. J. Rabello Junior & Co., M. M. da Silva & Co., M. Moreira da Souza, Pires Teixeira & Co., P. Nunes da Silva & Co., Pompeu Martins de Moura & Co., Rezenda Silva & Co., Rocha Irmao & Co., R. Suaraz & Co., Silva & Franco, Silva Sa & Co., Simao Serra & Co., S. Marques & Irmao, Vidigal & Sardo, Botelho & Norqueira, Vieiro & Irmao, Fernandes de Farias & Co., Marques Gomes & Co., Silvas & Co.

K. K. KENNEDY, *Cmsul.*

PARA, *December 4, 1902.*

#### SANTOS.

It is very hard to obtain statistics either from commercial and industrial associations or Government departments, official data being gathered largely in an unmethodic way. Coffee, the principal production of Sao Paulo, is low in price, due to the overstock in foreign markets. When coffee is low, the southern States suffer in every branch of business, as the northern States suffer with low prices of rubber and the central States with low prices of sugar. Importations from the United States are limited, if we compare them with those from other countries, but they are steadily increasing. American manufacturers do not yet seem to be convinced that it is impossible to meet their competitors here unless they send salesmen who speak the Portuguese

language, or better still, establish agencies, allowing the same terms that other countries give.

A traveling salesman from the United States who has just returned from Buenos Ayres, tells me that he sold one order of farming implements amounting to \$100,000 to a firm there, and that he knew of two other salesmen who had even larger orders.

The principal importation from the United States into Brazil is flour. In the northern part of Brazil, nearly all the flour comes from our country, but in the southern States, the Argentine Republic has a good share of this trade.

The Brazilian Congress has enacted a new bankruptcy bill which will no doubt facilitate the giving of credit. It makes it a criminal offense for anyone to fail and pay less than 50 per cent, and there are strict laws as to bookkeeping which will lessen the risk in dealing with merchants here.

#### COMMERCIAL LICENSES.

Licenses for commercial travelers are required in nearly every state in Brazil, but the law is enforced in very few places. Passports are perhaps not absolutely necessary in this country. It might be safer to have them, though I have never heard of anyone having trouble in the well-settled portions of Brazil. With a fair knowledge of Portuguese, Spanish, or French, one has no difficulty in getting along.

#### LOCAL IMPROVEMENTS.

Santos has recently finished a fine market house which cost about \$150,000. A bag factory, 100 feet wide by 200 feet long, is nearing completion. The dock company is still at work, dredging and putting in additional facilities. There are now 12 warehouses located along the dock front, ranging in size from 100 feet by 350 feet each. These warehouses are covered and sided with galvanized sheet iron. The docks are said to be the best in South America.

The contract has been let for a complete system of electric street cars here, thereby doing away with the present method of mule cars; some of the material for the new work has already arrived.

A great many new buildings are being erected, both for business and residence purposes, and things generally show a tendency toward progress.

#### TRADE NOTES.

Goods of all kinds should be well packed or crated, and everything subject to rust from the damp atmosphere of the sea while in transit should be well wrapped in oil paper.

So far as designs are concerned, I do not believe any foreign goods can excel our shoes, hats, jewelry, watches, machinery, tools, wagons, buggies, carts, and clothing of all kinds. As to credits, there is no doubt that the European houses give the merchants here better terms than they get from us. One can not do business with the people here on less than four to six months' time, for it takes the goods one month to get here, and it usually takes from three to five weeks to get them out of the custom-house, and one month more to send the money.

There are many banks in this country. There are 10 in Santos—3 British, 3 Brazilian, 1 French, 1 German, 1 Italian, and 1 Portuguese. All of them seem to be doing well. All exchange is based upon the English pound, shillings, and pence.

There is no money in circulation here save the depreciated Brazilian currency, which fluctuates in value several times every day. Each bank depends largely upon the activity and adroitness of its brokers for the daily volume of business. I presume there are at least 500 exchange brokers in this city. Of course, none of these banks could exist without the coffee trade.

Santos alone ships more coffee than all the balance of the world. The world produces 19,000,000 bags of coffee annually, and Santos ships 10,000,000. There are now in Santos 1,900,000 bags of coffee.

The duties on nearly everything, except farming implements, are very high, and the dock charges are enormous. In regard to freight rates, the shipper can get special terms from the agents of the different boat lines.

The rate on coffee from here to New York or New Orleans is 30 cents per sack, and 5 per cent on the freight additional, but Arbuckle & Co., of New York, get their coffee carried for 17 cents per sack. They do not belong to any combine, but charter what are termed "tramp" steamers.

Several firms in the States could charter a "tramp" boat and load it with various kinds of goods for Rio de Janeiro, Santos, Montevideo, and Buenos Ayres, and thereby get their freight at greatly reduced prices. The same steamer could load here with coffee for the United States again.

#### UNITED STATES ENTERPRISES.

There is but one institution in my district that I know of owned and managed by Americans, and that is a college at São Paulo. The São Paulo Tramway, Light, and Power Company, Limited, is a Canadian enterprise, but nearly all the men employed to operate it are Americans. It is a first-class plant. Sixty-five miles of street railway are equipped with cars run by electricity. The city of São Paulo is also supplied with electric lights—about 6,000 incandescent and 490 arc.

#### TAXES.

The tax laws here are unique. The real estate in the country and in the cities is not taxed. In the cities, they tax the rent of the property 6 per cent. In the towns and villages, each lot or block is taxed 5\$000 (\$1.13) for each running meter (1.09 yards), front measurement, and the width of the building is taxed 10\$000 (\$2.27) per meter, front measurement.

The products of the farms are taxed, but not the land. The tax on each bag of coffee, for instance, is 160 reis (about 4 cents). Personal property is not taxed, but every occupation is taxed. There are no income taxes.

There is a duty on all exports, which goes to the State government. The import duties go to the General Government. When a piece of real estate is sold, the purchaser must pay to the State government 6 per cent of the price, together with 10 per cent on the 6 per cent.

## TARIFF.

The following will give some idea of the duties charged at this port:\*

Cotton goods, plain or twilled, unbleached, from 1\$500 to 14\$000 per kilo (2.2 pounds), or 60 per cent of the official value; bleached, 2\$200 to 20\$000 per kilo, or 80 per cent of the official value; dyed, 2\$000 to 15\$000 per kilo, or 60 per cent of the official value; printed, 3\$400 to 15\$000 per kilo. Small machinery, 15 per cent of the official value. Locomotives, etc., 15 per cent of the official value. Shovels and other tools for common laborers, 15 per cent of the official value. Mechanics' tools, 50 per cent of the official value. Twenty-five per cent of all duties must be paid in gold.

## FREIGHT.

Freight rates can be learned in New York as well as here. However, I give below the rates on certain lines from New York to Santos:

Cotton-seed oil, per ton measurement.....	\$7. 20
Medicine, per ton measurement .....	10. 00
Sewing machines, per ton measurement.....	8. 40
General freight, per ton measurement.....	10. 00
General machinery, per ton measurement.....	8. 00
Kerosene oil, per case.....	. 25
Lard, per keg, 48 pounds gross.....	. 27½

## WAGES.

Wages for common laborers are from 3\$000 to 5\$000 (67 cents to \$1.13) per day; carpenters, 7\$000 to 10\$000 (\$1.59 to \$2.27) per day; bricklayers, 8\$000 (\$1.71) per day; clerks in the general mercantile houses, 200\$000 to 300\$000 (\$45 to \$67) per month, together with what they call here a "gratification fee" at the expiration of each year, which frequently amounts to more than the salary. Native laborers and mechanics work very slowly, but they do their work well. It is estimated that one German, American, or Englishman will do more work of any kind in a day than two natives.

## RESOURCES.

There is comparatively little cotton, sugar, rice, or rubber produced in this district, although the climate and soil are well adapted to the culture of cotton, rice, and sugar. The climate of the State of Rio Grande do Sul is similar to that of California, and it will doubtless make a fine wheat country some day. It is the greatest cattle producing State in Brazil.

The State of Paraná abounds in minerals of various kinds, as yet undeveloped. It is also noted for its vast production of "yerba mate," which is destined to become very popular as a beverage. It is not an herb, but a tree about the size of an orange tree, though its boughs are more slender. It sometimes grows to the height of 25 feet, the trunk measuring 3 feet in circumference. Several million of people in Brazil use it in preference to coffee or tea. It is said to be a safeguard against insomnia, gout, and indigestion.

\*On account of the fluctuation in the market value of the milreis, no attempt has been made to give the United States equivalents for the customs duties. The present value is 22.7 cents, 25 per cent to be paid in gold, on the basis of 54.6 cents.



## EXPORT OF COFFEE FROM SANTOS.

The following statement shows the movement of coffee during the year from June 30, 1901, to June 30, 1902, in sacks of 60 kilos (132.2 pounds):

	Sacks.
1901—July.....	661, 110
August.....	949, 850
September.....	1, 121, 653
October.....	1, 516, 404
November.....	866, 334
December.....	1, 077, 006
1902—January.....	658, 268
February.....	636, 633
March.....	671, 382
April.....	487, 922
May.....	591, 673
June.....	493, 686
Total.....	9, 731, 921

The United States received 2,820,802 sacks, or 373,124,405 pounds. The average price for coffee here is 7 cents per pound, wholesale.

J. H. JOHNSON, *Consul*.

SANTOS, *October 18, 1902.*

## CHILE.

## VALPARAISO.

A controversy that has for many years seriously disturbed the financial and commercial interests of Chile has recently been settled, and the prospects are for a general improvement in business and more stability in Government finance.

I refer to the boundary question between Chile and the Argentine Republic, which has just been amicably adjusted. On May 28 last, an agreement was entered into between the two Governments, the terms of which are that preparations for war be discontinued and the armament of both countries limited, pending a final settlement of the mooted question by arbitration. The protocol was signed at Santiago on September 23 following.

During 1901 and the first four months of the present year, diplomatic relations between the two Republics were strained. Preparations for war were being made, which necessitated heavy drafts upon the resources of the Government, causing fluctuations in the currency, a general disturbance of commercial conditions, and depression in every branch of trade. Foreign capital seeking investment in Chile was withheld, and large orders for consignments of import goods were delayed, pending a settlement of the question at issue.

Now that this disturbing element has been removed, the prospects are favorable for a period of commercial and industrial prosperity in Chile, and the feeling of confidence is further strengthened by promises on the part of the Government to inaugurate some radical reforms in an economic way. The resources of the country that have in recent years been devoted to preparations for war will now be employed in more peaceful channels, and the energies of the people directed along the lines of public improvements, building of railroads and highways, and increasing foreign trade.

## FOREIGN TRADE.

According to commercial statistics for the year 1901, the foreign trade of Chile represents a total value of \$311,145,742 Chilean currency (\$113,568,196 United States), as compared with \$290,180,690 (\$105,915,952) in the year 1900, an increase of \$20,965,052 (\$7,652,244). Of the total amount of foreign trade for the past year, the sum of \$139,000,766 (\$50,735,279) corresponds to imports and \$171,844,976 (\$62,832,917) to exports. The figures show an increase in value of imports of \$10,762,624 (\$3,928,358) and in exports of \$10,202,428 (\$3,723,886).

## IMPORTS BY COUNTRIES.

The following table shows the value of the imports contributed during 1900 and 1901 by the chief countries:

Country.	1900.		1901.	
	Chilean currency.	United States currency.	Chilean currency.	United States currency.
Great Britain.....	\$42,481,942	\$15,505,909	\$50,188,344	\$18,313,746
Germany.....	34,321,877	12,527,285	34,355,068	12,543,250
United States.....	12,098,806	4,416,065	16,526,333	6,032,112
France.....	9,289,642	3,390,719	9,314,586	3,399,806
Australia.....	9,313,061	8,399,267	8,400,125	3,066,046
Peru.....	6,715,492	2,451,154	4,905,847	1,790,634
Argentina.....	2,538,413	925,521	3,335,091	1,235,558
Italy.....	2,232,361	814,811	2,544,807	928,855
Brazil.....	1,540,170	562,162	1,494,307	691,422
Belgium.....	1,005,616	367,050	1,430,991	540,562
Uruguay.....	2,011,258	734,109	1,422,244	519,119
Ecuador.....	1,076,233	392,825	1,375,055	501,895
Spain.....	798,934	291,611	758,818	276,969
India.....	1,137,755	415,280	731,207	266,891

From the above figures, it will be observed that the United States maintains the same relative position in the matter of imports into Chile as it held in 1900, i. e., third; but the increase in the value of imports from the United States last year—\$4,427,525 (\$1,616,047)—is equal to 36.6 per cent, while for Great Britain the increase—\$7,706,402 (\$2,812,837)—is only 18 per cent. Germany and France maintained their relative positions, with a very nominal increase in imports.

Of the total import trade, amounting in value to \$139,300,766 (\$50,844,780), during the past year \$84,981,657 (\$31,018,305) worth was received at the port of Valparaiso.

## EXPORTS.

The following table shows the value of exports to the four countries taking not less than \$1,000,000 worth of Chilean products each, with the corresponding increase or decrease of trade:

Country.	Value.		Increase (+) or decrease (-).	
	Chilean currency.	United States currency.	Chilean currency.	United States currency.
Great Britain.....	\$116,294,547	\$42,447,510	-\$6,836,179	-\$2,495,205
Germany.....	26,553,510	9,692,031	+ 6,485,263	+ 2,367,121
United States.....	14,637,447	5,342,668	+ 8,256,914	+ 3,013,409
France.....	11,109,399	4,054,931	+ 3,162,266	+ 1,154,227

The above figures show that a large per cent of the export trade of Chile went to the United States.

The exports of nitrate for the year 1901 amounted to 1,291,958 metric tons, on which duties were paid amounting to \$15,294,925 (\$5,582,648 United States currency), and surcharge, \$94,703 (\$34,567). The exports of iodine amounted to 284.7 metric tons, on which duties were paid in currency to the amount of \$126,564 (\$46,196), and surcharge \$766 (\$280). The total value of nitrate exported during the year 1901 was \$122,419,206 (\$44,683,010). The total exports of the country amounted in value to \$171,844,976 (\$62,723,416), leaving only \$49,425,770 (\$18,040,406) to be supplied from all other sources. From these figures, it can readily be seen what an important item in the commerce of the country nitrate is.

#### GOVERNMENT REVENUES.

The collector of customs at the port of Valparaiso has just issued a report on the foreign trade of the Republic in 1901. The revenue derived from import and export duties amounted to \$70,988,447 (\$25,910,783) Chilean gold, of which sum \$26,862,188 (\$9,804,698) corresponds to imports and \$44,126,259 (\$16,106,005) to exports. In addition to the above, the custom-houses had the following receipts: Storage, \$228,508.67 (\$83,406); wharfage, \$125,523 (\$45,414); discharge and handling, \$519,159 (\$189,493); fines and other sources, \$18,512 (\$6,756). Of the total export duties, \$43,764,657 (\$15,974,100) corresponded to nitrate and \$361,602 (\$131,985) to iodine. The quantity of nitrate on which duty was paid was 1,291,958 metric tons; the duty levied is \$33.80 (\$12.34) per ton, plus the surcharge corresponding to the price in gold on ninety days bills on London. The quantity of iodine on which duty was paid was 284 metric tons (of 2,205 lbs.), and the duty levied was at the rate of \$1,270 (\$463.55) per ton.

#### SHIPPING.

The total shipping business in the Republic of Chile for the year 1901 represents the arrival of 8,405 vessels, with a total capacity of 11,179,060 tons. The figures for the year 1900 were, respectively, 7,729 arrivals and 10,770,216 tons. The departures for 1901 were 8,062, of a tonnage capacity of 11,173,980 tons. The corresponding figures for 1900 were, respectively, 7,676 and 10,688,922. The British flag leads, by large odds, in the Chilean shipping trade, with 302 arrivals and a tonnage of 447,592 tons for the year 1901. The records show that there arrived during last year 17 American vessels, with a tonnage capacity of 14,820, in Chilean ports. From Germany there arrived 92 vessels, with a tonnage of 146,269, and from France 47 vessels, representing a tonnage of 86,020. Nineteen Italian ships arrived, the tonnage of which were 36,715. Even Norway exceeded the United States in the number of vessels represented in Chilean ports during the year 1901, having sent 19 vessels, with a tonnage of 24,622. These figures have a bearing upon the commercial relations between Chile and the United States, as they show a lack of shipping facilities that places a serious handicap upon importations from our country.

## DETAILS OF IMPORTS.

The total importation in 1901 was considerably augmented by the introduction from the United States and Australia of 89,000 tons of wheat and 45,500 tons of flour.

The following table shows the value of imports under different headings, together with the comparative value contributed by the four nations doing the largest amount of business with Chile:

[United States currency.]

Article.	Great Britain.	Germany.	United States.	France.
<b>ANIMAL PRODUCTS.</b>				
Preserved foods.....	\$102,200	99,280	133,225	39,420
Skins, manufactures of, and bone.....	163,885	284,700	28,550	321,970
Stearine, tallow, soap, etc.....	57,305	211,700	29,200	4,380
<b>VEGETABLE PRODUCTS.</b>				
Rice, sugar, tea, flour, wheat, etc.....	620,500	598,125	1,197,200	82,125
Miscellaneous products and manufactures.....	94,900	223,745	80,300	45,625
Woods, and articles manufactured from them.....	58,400	130,305	550,420	54,750
<b>MINERAL PRODUCTS.</b>				
Jewelry.....	30,295	55,480	26,645	140,525
Iron and manufactured articles.....	2,752,100	1,314,000	684,375	219,000
Copper, brass, etc., and manufactured articles.....	350,400	321,200	49,275	108,625
Machinery.....	680,650	865,780	557,720	104,390
Tools.....	374,490	445,300	372,300	73,000
Arms and munitions.....	44,530	116,200	81,025	8,760
Earthenware, glassware, cement, marble, etc.....	332,150	1,197,200	30,295	105,850
<b>FUEL, OILS, AND PAINTS.</b>				
Coal.....	4,156,255	42,705	120,083	.....
Petroleum and industrial oils.....	166,075	152,570	1,162,525	.....
Matches, candles, paints, and blacking.....	189,800	198,450	47,450	14,600
<b>TEXTILES.</b>				
Jute, hemp, and straw.....	912,500	184,690	38,690	51,100
Cotton.....	4,518,700	2,416,300	478,150	512,825
Wool.....	1,603,080	1,624,250	3,650	494,500
Flax.....	80,300	74,825	8,650	69,350
Silk.....	227,030	268,640	.....	383,250
Paper, cardboard, and their manufacture.....	215,350	978,200	206,225	146,000
Wines and liquors.....	189,800	66,430	.....	153,300
Perfumery, pharmacy and chemical products.....	255,500	474,500	87,600	186,150
Toys.....	18,250	87,600	2,555	15,330
Miscellaneous.....	140,651	120,475	114,002	74,825
Total.....	18,318,746	12,543,250	6,032,110	3,399,800

The distribution of customs imposts among consumers is divided into three classes, designated as "personal consumption of primary necessity," "personal consumption of luxury or comfort," and "industrial consumption." The revenue derived from each of these classifications and the percentage to the whole were:

Class.	Duty paid.		Percentage.
	Chilean currency.	United States currency.	
Primary necessity.....	\$15,903,188	\$5,804,663	59.20
Personal consumption of luxury or comfort.....	6,827,500	2,492,038	25.42
Industrial.....	4,131,500	1,507,998	15.38
Total.....	26,862,188	9,804,699	100.00

Tea is among the articles of primary necessity that are subjected to a very heavy duty. The average value in bond of all the tea introduced does not exceed 80 cents (29.2 cents) per kilogram (2.2 pounds). It pays, however, a specific duty of \$1 (36.5 cents) per kilogram, which is equal to 125 per cent on the cost price. On the other hand, coffee, which is worth 60 cents (21.9 cents) per kilogram (2.2 pounds) in bond, pays a specific duty of 10 cents (3.6 cents), which is equal to 16.66 per cent; and yerba mate, which is worth 35 cents (12.7 cents) pays 5 cents (1.8 cents), which is equal to 14.30 per cent. The importation of these three articles in 1901 was: Tea, 873 metric tons; coffee, 1,949 metric tons; yerba mate, 3,222 metric tons.

#### IMPORT DUTY.

The import duty on ready-made clothing and furnishing goods of all kinds, dry goods, including silk fabrics, shoes and other manufactures of leather, furniture, and manufactured paper articles, except books, is 60 per cent on actual value, which is sufficient to make the importation of articles of that class from the United States into Chile almost prohibitive.

#### FURNITURE.

The importation of furniture into this country for the year 1901 represented a total value of \$184,595 (\$67,377). Of this amount, the United States sent \$14,364 (\$5,243), less than 10 per cent. There are several classes of native wood in Chile that are susceptible of a good finish and are well suited to the manufacture of furniture. Labor is cheap, and manufacturers are able to produce furniture in Chile at a lower price than it can be imported for. Most of the furniture manufactured in the country is heavy, and, in the majority of instances, lacking in artistic design and finish as compared with that manufactured in the United States, except in hand-carved articles, some of which are executed with skill and are very artistic. The majority of bedsteads used in Chile are made of iron, with brass ornaments, usually representing plain patterns.

#### LUMBER.

Practically all the pine lumber used in Chile comes from the United States. It is designated as Oregon pine, and is transported in sailing vessels. The value of the importations last year amounted to \$1,224,339 (\$446,884). Of this, \$13,805 (\$5,039) worth was dressed lumber, which pays a duty of 60 per cent.

#### SHOES; LEATHER.

There are very few American shoes sold in this market, although they are admitted to excel in quality, style, and finish. England, Germany, and France export shoes to Chile, but the majority of the trade is supplied by local manufacturers, though prices range higher for the better class of shoes in Valparaiso than for the same article in the United States. The total importation of shoes into Chile last year represented a value of \$223,491 (\$81,574), of which amount the United States supplied \$5,511 (\$2,011) worth. There are no large shoe factories in Chile, and very little modern machinery is used in the production of footwear. There are many small operators, and the work

is practically all done by hand. The styles and shapes are those common to Germany and France. Chile produces leather of all classes for the manufacture of shoes, harness, saddles and bridles, trunks, valises, etc.; but the majority of it is of inferior quality, the process of tanning being more or less primitive.

From prices at which shoes sell in this market, especially the better class of footwear, there would seem to be a good field in Chile for establishing and operating a factory equipped with modern machinery for the manufacture of shoes. Labor is comparatively cheap, and the workmen, while slow to accept modern ideas and methods, and as a rule averse to radical innovations, are quick to adapt themselves to machinery when once induced to take hold of it. They are lacking in ambition, however, and must be controlled and directed in their efforts.

Modern methods of tanning skins and curing leather are also branches that offer inducements to capital and enterprise in Chile. Excellent materials for tanning purposes are found in abundance, and a good quality of leather could be easily produced with proper methods and skilled workmen.

Gloves are also produced in Chile, from goat and kid skins dressed here. The gloves compare favorably with those manufactured in other countries.

#### MACHINERY.

Machinery of all kinds is admitted free of duty, and in this branch of trade the United States has a large and increasing business. The total value of machinery, tools, etc., imported from the United States into Chile last year was \$3,953,802 (\$1,443,138); cars, wagons, etc., \$422,397 (\$154,175); carriages, \$4,508, (\$1,645).

#### RAILWAY EQUIPMENT.

The Government railways of Chile purchased from the United States last year 22 locomotives, 10 of Rogers manufacture and 12 of Baldwin; 300 freight, 12 passenger, and 4 Pullman sleeping cars. The passenger coaches are upholstered in leather and are commodious and comfortable. These and the American locomotives are considered more satisfactory than other similar equipment of the Government railroads.

#### COTTON GOODS.

Chile affords a good market for cotton goods of various grades. The kinds having the largest consumption are the unbleached, such as twilled flannels and Osnaburgs (heavy white cotton). The imported unbleached fabrics are mostly the plain, twilled, and striped, the latter having a limited sale. The price of the plain fluctuates from 12 to 28 cents (4.4 to 10.2 cents) per yard, and the twilled from 22 to 25 cents (8 to 9 cents) per yard. There is a considerable demand for plain, unbleached goods, the market being generally for a grade that can be sold for 12 to 16 cents (4.4 to 5.8 cents) a yard. The sale of grades of higher value is very limited.

Osnaburgs, which are used principally in making flour bags, have a great consumption in this country. The American makes possess the greatest elasticity and resistance, which give them preference in this

market. The quality used in the flour mills sells at 17 cents (6.2 cents) a yard.

A great many grades of cotton flannels are sold in this market, prices ranging all the way from 16 cents (5.8 cents) a yard for the common grades to 50 cents (18.2 cents) for the better qualities. The unbleached and the white are imported. White flannels usually sell for 3 cents (0.9 cent) a yard more than the unbleached. These grades of goods are sold only during the winter months, from January to June.

The demand for white cotton goods or muslins is very large, and prices vary from 15 to 35 cents (5.4 to 12.7 cents) a yard.

In unbleached cotton goods, the cheaper grades are the most salable in this market, due to some extent to the fact that these qualities are made in greater widths than the better or even medium grades. These goods vary in width from 22 to 26 inches. The cheapest grades of the American makes are 26 inches wide. The American and the European manufactures are made in pieces 40 yards long and come packed in bales.

In twilled, unbleached cottons the grades mostly in demand are those that sell at 24 cents (8.7 cents) a yard. There are two classes of these goods imported into Chile, the narrow and the wide. The narrow kind is 27 inches in width and sells at 22 to 23½ cents (8 to 8.5 cents) a yard; the wider grade is 29 inches in width and sells at 24 to 24½ cents (8.7 to 8.9 cents) a yard. The pieces contain 40 yards each and come packed in bales of 15 pieces. The muslins imported into this market are made in widths of 28 to 36 inches. The pieces contain 40 yards each and come packed in large cases.

Generally speaking, the better grades of cotton goods of all kinds come from the United States, while the cheaper qualities are imported from England. Most of the unbleached twilled and Osnaburgs are imported from the United States. Not more than 25 per cent of this class of goods comes from Europe. The majority of the muslins imported into this market, however, come from Great Britain and Europe, only the better qualities arriving from America.

One feature of the business in dry goods in this market that has restricted trade with the United States is the long credits asked by importers, which only the European exporters seem willing to grant; and, unfortunately, these terms are being extended to even greater length. Formerly, merchants here were given a credit of sixty days from date of the purchase, but now the custom is ninety days.

The duties on cotton goods are: Unbleached cotton, plain or twilled, has a valuation of \$1.20 (43.8 cents) per kilogram (2.2046 pounds), net. On this appraisement 25 per cent is paid. Cotton flannels, either white or unbleached, have a valuation of \$1.80 (65.7 cents) per kilogram, net, and pay 25.5 cents (9.3 cents) on this valuation, or a net duty of 45 per cent on every kilogram.

Osnaburgs pay 15 per cent on a valuation of \$1 (36.5 cents) per kilogram (2.2 pounds) if their weight in woof and warp does not exceed 16 kilograms (35.3 pounds). Those exceeding that weight are valued the same as unbleached muslins. White cotton goods have different valuations. Plain white calicoes, the weight of which does not exceed 40 kilograms (88.1 pounds) of woof and warp, are valued at \$1.50 (54.7 cents) the kilogram, net; those that exceed 40 kilo-

grams (88.1 pounds) are valued at \$3 (\$1.09). In either case, they pay a duty of 25 per cent ad valorem.

The lowest valuation placed upon cotton goods imported into Chile is \$1.50 (54.7 cents) and the highest \$3 (\$1.09) per kilogram (2.2 pounds).

#### FREIGHTS.

Freight rates on cotton goods shipped from New York to South American ports, west coast, are the following: Per cubic foot, 22 cents plus 5 per cent in United States currency, or \$8.80 plus 5 per cent per ton in United States currency. This rate applies to the ports of Talcahuano and Valparaiso. For southern Chile ports of less importance, and those north of Valparaiso, the rate is slightly higher. For Callao, the rate is 23 cents per cubic foot, or \$9.20 per ton, plus 5 per cent; for Guayaquil, it is 29 cents per cubic foot, and for intermediate northern ports of less importance, the charges are even higher. Steamers sailing from New York to the Pacific coast, calling at ports in Chile and Peru, do not go farther north than Guayaquil.

Custom-house duties in Chile are calculated in gold at the comparative value of 36.5 cents United States currency to the Chilean peso or dollar.

The following report on the manufacture of cotton fabrics in Chile was forwarded from this consulate July 12, 1902, and published in Advance Sheets of Consular Reports No. 1428:

#### COTTON-FABRIC INDUSTRY.

One of the new concerns, and one of the most important in Chile, is the plant of the Chilean Mills Company, Limited, at Chiguyanti, in the province of Concepcion, which began operations on the 7th of July last. The factory consists of a bleaching and dyeing works and a fabric department with 60 looms. The plant is equipped with the latest processes for bleaching and dyeing, and the looms and all other machinery are of the most approved patterns. The buildings are frame structures with stone foundations and cover an area of 5 acres. The company now employs 200 hands, which number will be increased to 600 or 800 when the plant is operated to its full capacity. The first object of the works is to bleach and dye, and possibly print imported cloths, and secondly, to manufacture gray calico, which will be subsequently treated at the works; also to manufacture oxfords, striped drills, etc.

Some of the first products of this mill, which I have examined, compare favorably with those produced in old established factories. All of the cotton goods hitherto used in Chile have been imported, paying a high duty, but as the new company can import drugs and yarns duty free, a ready market should be found for all of its products in the country; and the demand, at ruling prices, assures the success of the enterprise.

This company is operating under a franchise granted by the Chilean Government, which gives it a monopoly of the business in the country for a term of ten years. A condition of this franchise is that the company expend in the plant and equipment, within two years from the time of granting the monopoly, £125,000 (\$625,000).

Skilled workmen and operators have been imported to superintend the various branches of the establishment, but it is the intention of the company to employ Chilean workmen in most of the departments and as loom operators as soon as a sufficient number can be trained to the work.

The enterprise was promoted by Mr. George Allardice, of the firm of Allardice & Co., of Valparaiso, Santiago, and Concepcion, who is also a director of the new company. The Chilean Mills Company, Limited, is controlled by English capital.

This mill will open up a market in Chile for large supplies of cotton materials, such as yarns and gray cloths, gray drills, sheetings, cotton flannels, etc., which will be a matter of general interest to cotton exporters of the United States. It is not the intention of the company to spin any yarns for use in the works.



## DRUGS.

I also wish to incorporate in this annual review of the industrial and commercial conditions in Chile, a report already furnished through this consulate on the trade in "drugs and druggists' supplies," in this market.

Most of the crude drugs imported into Chile come from England and Germany. Dealers claim that the American products are too high in original cost and in expense of transportation.

Nearly all tinctures and fluid extracts are made in Chile, on account of the cheapness of alcohol. A large per cent of the compound drugs used in this country are of London make, but considerable quantities are compressed by the local druggists. The tendency is to manufacture everything possible in the way of drugs in the country, so as to secure greater profits and at the same time supply the trade at reasonable prices, as a majority of the people are very poor and economy is a necessary consideration.

Patent medicines of American origin, generally considered, are in very good demand; but this demand can be maintained only by constant and judicious advertising.

The consumption of chemicals in Chile is increasing, on account of the advance of industrial interests and the growth of manufactories; but very little of the present supply comes from the United States, in comparison with what is imported from Germany. Sulphuric acid mostly comes from Germany; soda and its salts from England.

American drug sundries have considerable consumption in Chile, especially rubber goods and hose. Most of the glassware used in the drug business in this country is of German, French, and English origin, the importance of the importations being in the order named. The glassware that comes from the United States is heavier, and consequently dearer, duties being paid on weight. The market in Valparaiso in this line of goods is practically controlled by one or two houses.

Drug-store fixtures are mostly manufactured in the country. There are many good woods and very good workmen in this line in Chile. The duties on furniture make the importation of that article practically prohibitory.

Soda fountains are very rare in Chile. There is but one now in use in the city of Valparaiso, and Messrs. Griffith & Co., who have it in their drug store, inform me that it is practically valueless, as there is no demand for soda water here.

There is constant demand for fancy soaps of well-known brands; also for perfumes and toilet waters of high grades. A considerable per cent of this trade goes to the United States.

American surgical appliances, more especially rubber plasters, are largely used in Chile.

The majority of photographic and optical goods used here come from Germany, France, and England, in the order named. But in photographic supplies, especially, the United States is becoming a strong competitor.

Foods and alimentary products used in Chile come largely from England, and are of the patent variety, though Germany sends some of this class. Large quantities of canned goods and preserved and cured meats of United States manufacture are consumed in the Chilean market.

Artificial limbs are mostly manufactured in the country—in a small way, however, as the demand for such articles is practically nil. The poorer classes are content with the crudest apologies for artificial limbs, on account of the high price of the better articles.

Toilet and bathroom articles are mostly imported from Europe, but bathroom fittings come from the United States.

Much of the paint and oil comes from the United States, especially in the lighter grades, but the heavier lead and zinc paint materials come from England.

## TRANSPORTATION.

Since my last annual report, an important change has occurred in the transportation service between west coast South American countries and ports north of Panama, a change that very materially affects the carrying trade between the United States and Peruvian and Chilean ports. It is the discontinuation of the service put on in recent years

by the Pacific Steam Navigation Company and the *Compania Sud Americana de Vapores*, between Valparaiso and San Francisco.

The Pacific Steam Navigation Company, with headquarters at Valparaiso, which has a large fleet of passenger and cargo steamers, was a competitor for the carrying trade of all the west coast in South and North America. When the Panama Railway Company did not respond to the requests of the Pacific Steam Navigation Company for increased facilities to meet the demands of the fast developing coast trade, the latter company found itself compelled to establish, about the year 1868, a line of ocean steamers between Europe and Callao, Peru, and intermediate ports, via the Straits of Magellan, carrying cargo from Peruvian and Chilean ports to European countries via the straits, but also continuing its line of fine passenger and cargo steamers between Valparaiso and Panama and intermediate ports.

In 1898, the Panama Railway Company announced that it had decided to adopt an open-door policy, accepting cargo from and delivering it to all steamship companies whose vessels touch at isthmian ports, without discrimination. The Pacific Steam Navigation Company and the *Compania Sud Americana de Vapores* were solicited to extend their service to San Francisco and enter into competition with the Pacific Mail Company for business via the Isthmus. The proposition was accepted and the two companies above mentioned extended their service as far north as San Francisco, stopping at intermediate ports, including eight stations in Mexico.

With prospects of a largely increased business via the Isthmus, and with a view of possibly ultimately extending its west-coast line as far north as Vancouver, the Pacific Steam Navigation Company had constructed, at a cost of \$3,000,000, United States currency, four new passenger steamers of 6,000 tons dead-weight capacity each. These ships were built especially for the west-coast trade, and are thoroughly modern and well equipped. The extension of their service by the two companies above named made three competing lines between Valparaiso and San Francisco, as the *Kosmos* (German) line was and still is running steamers to San Francisco, which, however, do not stop at Panama. In June of last year, the Pacific Steam Navigation Company and the *Compania Sud Americana de Vapores* were notified by the Panama Railway Company that the open-door policy would be discontinued after three months from date of the notice, and that thereafter all business crossing the Isthmus for or from ports north would be given to the Pacific Mail Company.

With this handicap, the steamship companies that had extended their service to northern ports were forced to retire. The *Compania Sud Americana de Vapores* discontinued its San Francisco service in May last, and the Pacific Steam Navigation Company in September last.

The latter company, which represents a capital of several million pounds sterling, has not apparently entirely abandoned the plan for working on the North Pacific coast, looking upon the acquisition of the Panama Canal, and therefore the Panama Railway, by the United States as possibly implying a return to the open-door policy, but what course it will pursue in the matter has not yet been announced.

One of the new 6,000-ton steamers built for the west-coast trade has been put on the Australian line operated by the same company, two of them on the straits line, and the fourth is being used in connection with the line between Valparaiso and Panama.

## CHILEAN CUSTOMS-TARIFF LAWS.

Chilean customs-tariff laws provide that all foreign products shall, on importation for consumption, be liable to a duty of 25 per cent on their valuation, except goods liable to a duty of 60 per cent, 35 per cent, 15 per cent, and 5 per cent. Goods admitted duty free and those liable to a specific duty are also excepted. For the benefit of American exporters to this market, I submit herewith a list of the more important articles imported into Chile, with the customs duties on same:

*Goods liable to a duty of 60 per cent.*

Starch.

Articles of any material, printed, lithographed, or engraved, with or without pictures, excepting books and periodic or daily publications.

Manufactures of cardboard or paper.

Articles of tin plate other than tools.

Coffins.

Walking sticks.

Boxes and cornets for bonbons.

Cases, fitted together or not.

Boots and shoes of all kinds, with the exception of boots and shoes of 15 centimeters (5.9 inches) or less in length and those of caoutchouc.

Carriages, wagons, carts, handcarts, and wheelbarrows, mounted or in detached parts.

Meat, salted, dried, or smoked ("cecinas").

Mattresses, including spring mattresses, mounted or not.

Cravats of all kinds.

Corsets.

Sweetmeats, and all kinds of bonbons, other than medicinal.

Pickles.

Brooms, scovels, and brushes other than tooth or nail brushes.

Labels of all kinds, for bottles and other purposes.

Fruit, dried, preserved in the juice or alcohol.

Books and copy books, blank, with or without printing.

Wood, manufactured, i. e., planed, dovetailed, turned, etc.

Broomsticks and handles for tools.

Frames for pictures.

Moldings of all kinds.

Furniture, fitted together or not.

Raisins.

Doors and windows, wooden, fitted together or not.

Gratings or balustrades of iron or steel, for balconies, windows, gardens, etc.

Ready-made clothing.

Roofing tiles; tiles and bricks for paving, wall lining, and ornaments.

Bacon.

Wax candles.

Vinegar.

*Goods liable to a duty of 35 per cent.*

Albums, blank or with printing, for portraits, music, collections, etc.

Carpets, large and small.

Side arms and firearms.

Manufactured articles, and tissues containing silk or imitations thereof (except ready-made clothing proper, thread, sieve cloth ("clarin"), plush for men's hats, epaulets, galloons or trimmings, and spun goods).

Articles of netted tissues of linen or wool; also knitted goods.

Articles of leather, excepting machine belting of all kinds.

Articles of metal with gilt or silvered parts.

Wares of osiers, straw, palm, cane, willows, and all kinds of twigs, roots, or fibers of trees or plants, excepting hats and baskets.

Ceramic tiles.

Buckets, tubs, and vats of wood, fitted together or not.

Crowbars ("barretas").

Trunks, valises, and traveling bags.

Shoe blacking and polish.

Bits of iron or steel.  
 Buoys of iron or steel, with their chains and anchoring accessories.  
 Musical boxes.  
 Safes of metal.  
 Cartridges and caps for firearms.  
 Houses of iron, steel, or wood.  
 Tooth and nail brushes.  
 Belts.  
 Rockets and fireworks.  
 Perambulators.  
 Glue.  
 Cornices, rods, and accessories for curtains.  
 Crystal ware, fine.  
 Penknives.  
 Curtains, blinds, venetian blinds, etc.  
 Paintings; engraved, painted, or lithographed pictures; drawings, photographs, impressions, and other similar ornamental reproductions, framed or not.  
 Shawls and fichus, fine, of cashmere, called "ternaux."  
 Mantelpieces and stoves of bronze, marble, wood, and composition.  
 Mirrors exceeding 80 centimeters (39.5 inches) in height.  
 Statues and busts.  
 Cases, empty, for jewelry and plate.  
 Boiler bottoms of copper.  
 Matches.  
 Musical instruments and accessories, and spare parts thereof, with the exception of metallic strings, pegs, wrought mechanisms for pianos, keyboards, and hammers covered with felt.  
 Jewelry.  
 Plates, mirror, silvered, exceeding 80 centimeters (39.5 inches) in height.  
 Building wood, unwrought or sawn, excepting pine.  
 Tablecloths and napkins combined with linen.  
 Billiard tables and accessories.  
 Shot.  
 Handkerchiefs combined with linen.  
 Cigarette paper.  
 Wall paper imitating cloth or with gold and silver annealing, and paper imitating leather.  
 Fish, dried.  
 Pieces of wood prepared for paving, cornices, and ornaments.  
 Twine, cord, yarn of hemp, esparto, manila hemp or jute, not exceeding 30 millimeters (1.1 inch) in circumference.  
 Plates of enameled iron, for signs.  
 Sheet iron, galvanized, corrugated.  
 Timepieces, with the exception of watches.  
 Extra and detached parts of billiard tables, with the exception of cushions and slates.  
 Bed linen.  
 Hats.  
 Table covers or rugs.  
 Bath tubs.  
 Braces.  
 Colored glass, with figures or paintings, corrugated glass, muslin glass, opaque and beveled glass.  
 Glass exceeding 4 millimeters (0.19 inch) in thickness and 80 centimeters (39.5 inches) in height.

*Goods liable to a duty of 15 per cent.*

Ornaments of straw, for hats or other uses.  
 Spirits of turpentine.  
 Sticks of parasols and umbrellas.  
 Axle boxes, axles, and trumpets for carriages.  
 Boats of all kinds of wood, fitted together or not, with steam or electric motors.  
 Mineral pitch.  
 Chains of iron or steel, with links not exceeding 40 millimeters (19.7 inches) in circumference.  
 Steam boilers imported separately from the machines.  
 Roman or Portland cement.

Chloride of potassium.  
 Curved pieces of iron or steel, for vessels.  
 Dynamite and other explosives.  
 Staves, wrought.  
 Yarn and canvas for embroidering.  
 Sailcloth of linen or cotton, of No. 1 to No. 7.  
 Capstans for anchors.  
 Springs of iron or steel.  
 Gold, rolled, for dentists.  
 Blasting powder.  
 Bridges of iron or steel.  
 Watches.  
 Springs for carriages or carts.  
 Sacks, empty.  
 Sleepers of iron or steel.  
 Utensils, for domestic use, of wrought or cast iron; and utensils tinned or galvanized, excepting enameled or varnished utensils and economic cooking stoves.  
 Beams, X-iron columns, and other similar pieces for uniting the same, of iron or steel, for building purposes, wrought in any manner.

*Goods liable to a duty of 5 per cent.*

Busks and springs of iron or steel, for corsets and clothing, covered or not.  
 Alum.  
 Asbestos, in lumps or powder.  
 Scales for laboratories or assaying.  
 Benzine, common.  
 Bichromate of potash.  
 Bisulphate of soda.  
 Boats and ships of all kinds, of iron or steel, fitted together or not—steam, rowing, sailing, or electric.  
 Railway switches, complete, of iron or steel, also detached parts thereof.  
 Conducts or tubes of composition metal, lead, copper, bronze, iron or steel, galvanized or not, including elbows, joints, and other accessories.  
 Cars for portable or elevated railways.  
 Sieve cloth ("clarin") of silk or its imitations.  
 Railway passenger carriages.  
 Machine belting of all kinds.  
 Veneers of wood.  
 Keyboards for pianos.  
 Bellows for blacksmiths and tinsmiths.  
 Sheet iron or steel, corrugated, neither painted nor galvanized.  
 Gold and silver articles and jewelry in general.  
 Implements, garden, in sets.  
 Oil cups for machines.  
 Bolts of copper, bronze, or composition metal, and rods for the manufacture thereof.  
 Wire cloth and netting.  
 Bookbinder's cloth.  
 Connecting pieces ("uniones") for transmission belting.

*Goods liable to specific duties.*

Goods.	Value.	
	Chilean pesos.	U. S. currency.
Oils, pure or impure (excepting pure medicinal oils, perfumed oils, and gasoline, naphtha, paraffin, petroleum and kerosene oils)..... kilog..	0.14	\$0.06
Linseed oil, raw or boiled .....	.20	.073
Alcohol, spirits of wine, liqueurs, and brandies, sweetened or not:		
In bottles .....	15.00	5.48
In other receptacles .....	1.50	.547
Bitters of an alcoholic basis:		
In bottles .....	12.00	4.38
In other receptacles .....	1.20	.438

α1 liter = 1.0567 quarts.

*Goods liable to specific duties—Continued.*

Goods.	Value.	
	Chilean pesos.	U. S. currency.
<b>Sugar:</b>		
Refined, in lumps or powder, dry or moist.....100 kilog a.	14. 35	\$5. 24
White, granulated or in powder, dry or moist, such as "Rosa Emilia," 100 kilog.....	11. 40	4. 16
Granulated, raw, or muscovado, dry or moist.....100 kilog.....	6. 50	2. 37
Impure ("chancaca" or "concreto"), dry or moist.....do.....	5. 60	2. 04
Coffee.....kilog.....	. 10	. 036
Ordinary cardboard.....do.....	. 15	. 054
<b>Beer:</b>		
In bottles.....doz. bottles.....	3. 00	1. 09
In other receptacles.....liter.....	. 30	. 109
Cigars.....kilog.....	6. 00	2. 19
Cigarettes, including weight of packages (except wooden or metallic cases).....kilog.....	9. 00	3. 29
Flour, wheaten.....100 kilog.....	2. 00	. 73
Blotting paper and common packing paper.....do.....	. 15	. 054
<b>Salt:</b>		
Common, in lumps.....metric quintal.....	2. 50	. 912
Refined or semirefined.....kilog.....	. 10	. 036
<b>Tobacco:</b>		
In the leaf.....do.....	2. 60	. 949
Cut.....do.....	4. 00	1. 46
<b>Tea.....do.....</b>	1. 00	. 365
White or red wine, in bottles, including medicinal wines.....doz. bottles.....	12. 00	4. 38
White or red wine, in other receptacles.....litera.....	1. 20	. 438

a 100 kilog = 220.4 pounds.

*Goods admitted duty free.*

Wire of any metal, covered or not with other materials.  
Cotton, raw, ginned or not.  
Diving apparatus and requisites.  
Plows and cultivators, and extra parts for same.  
Fire engines and their accessories, as well as all other fire-extinguishing apparatus, destined exclusively to the use of fire brigades.  
Cables of wire.  
Chains of iron or steel, the links of which exceed 40 millimeters (1.9 inch) in circumference.  
Coal of all kinds.  
Geographical, celestial or topographical maps and charts; plans, models, and patterns.  
Copper or composition nails for sheathing vessels and nailing the planks of boats.  
Copper and bronze in sheets.  
Axles, tires, and wheels of iron or steel, other than carriage axles.  
Guano.  
Pulleys of any material.  
Miners' fuses.  
Implements and their extra parts for use in agriculture, mining, the arts, trades, and industry not specially mentioned.  
Iron and steel in plain sheets, neither painted nor galvanized.  
Iron and steel, crude, in ingots or bars of any shape.  
Yarn for looms, of cotton, jute, hemp, pita, linen, or wool, and yarn composed of two or more of such materials.  
Ordinary tin plate.  
Presses and their accessories other than wood.  
Surgical, physical, mathematical, and other scientific instruments.  
Telephonic and telegraphic apparatus, insulators, iron or steel posts, and other appliances for telegraphs and telephones, with the exception of wooden brackets (crucetas) for posts.  
Printed books (other than those dutiable at 35 per cent), trade catalogues, reviews, and other periodicals or daily publications.  
Machines, apparatus, and special accessories for illuminating by carbureted hydro-gas and electricity, except lamps of all kinds, but including bulbs and candles.  
Machines and apparatus for use in agriculture, mining, the arts, trades, and industry.

Iron or steel plant for railroads, whether steam, animal, or electric traction, and likewise portable or elevated railway plant, with the exception of materials dutiable at the rate of 15 per cent.

Detached parts of machinery.

Plowshares.

Harrows and rakes.

Earth for smelting furnaces.

Printing and lithographic ink.

Wheat.

Zinc in bars or sheets.

A bill has been presented to Congress, proposing to reform in many essential features the present customs tariff. The duties ad valorem, which are now in five numbers, viz, 5, 15, 25, 35, and 60 per cent, will be reduced under the new bill, providing it becomes a law, to two, viz, 30 and 60 per cent. The number of articles subject to specific duties is largely increased, and so also is the number of those on the free list. The proposed law is a decided improvement on the present tariff schedule, as it tends to simplify the collection of revenues by means of the custom-house.

R. E. MANSFIELD, *Consul*.

VALPARAISO, *November 1, 1902.*

#### ANTOFAGASTA.

*Total imports into the province of Antofagasta during the year 1901.*

Articles.	Value.	
	Chilean currency.	United States currency.
	<i>Pesos.</i>	
Animal products.....	807, 114	\$294, 607
Vegetable products.....	1, 069, 186	397, 597
Mineral products.....	1, 197, 596	437, 123
Textile manufactures.....	766, 882	279, 894
Oils for industrial purposes, blacking, combustibles, paints, and colors...	3, 416, 661	1, 247, 079
Paper, pasteboard, and allies.....	67, 398	24, 000
Wine, liquor, beer, etc.....	138, 722	50, 634
Perfumery, chemical products, etc.....	168, 522	61, 511
Machinery, instruments, tools, and duplicates for same.....	739, 706	269, 996
Arms, ammunition, and explosives.....	16, 763	6, 118
Sundries.....	12, 568	4, 568

#### RECAPITULATION.

Antofagasta.....	5, 097, 818	\$1, 860, 704
Tocopilla.....	2, 064, 315	753, 475
Talita.....	1, 258, 939	456, 513
Total.....	8, 421, 072	3, 073, 697

About 12 per cent of the whole, or say \$368,842.95 United States gold, was imported from the United States.

*Exports to the United States, 1901.*

March quarter.....	\$1, 135, 386. 41
June quarter.....	1, 191, 023. 36
September quarter.....	1, 248, 258. 17
December quarter.....	1, 475, 563. 47
Total.....	5, 048, 231. 41

*Shipping arrived at the ports of the province of Antofagasta, Chile, during the year 1901.*

Port.	Foreign.				Countries.			
	Sailing vessels.		Steamers.		Sailing vessels.		Steamers.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
Antofagasta.....	36	43,609	10	22,339	44	83,342	512	878,684
Tocopilla.....	49	69,768	74	183,790	13	5,156	217	275,089
Taltal.....	28	39,518	.....	.....	33	39,896	280	440,253
Total.....	113	152,895	84	206,129	90	88,404	1,009	1,593,976

Of the above mentioned, 7 sailing vessels, with a tonnage of 7,852 tons register, were American.

C. C. GREENE, *Consul.*

ANTOFAGASTA, *November 14, 1902.*

### ARICA.

I submit statistics of trade in the district of Arica for the six months ended June 30, 1902:

Shipping.	Number.	Tonnage.
Steamers from—		
Genoa (German).....	3	5,581
Hamburg (German).....	19	49,226
Liverpool (English).....	21	49,847
New York (English).....	5	10,582
	48	115,236
Sailing ships from—		
Newcastle, N. S. W. (English).....	1	830
Exportations.	Metric tons.	
Chilean ports:		
Coffee.....		22
Olives.....		106
Salt.....		1,220
Sulphur.....		892
Vegetables.....		913
Total.....		3,153
England:		
Borate of lime.....		521
Copper ore.....		177
Cotton.....		131
Cotton seed.....		154
Wool.....		108
Total.....		1,091

a With 1,263 tons coal.

### MINES.

The industries in this province are conducted on a limited scale.

The inefficient means of transport delay the sales of sulphur, and the salt meets with great competition from the southern Chile deposits.



There are two workable mines situated north of Tacna, one silver and one copper, but the former, in the district of Choquelimpie, is the only hopeful one. Copper is found in abundance in Bolivia.

Two smelting works were established a short time ago, one in Tacna and the other in this port, but it is doubtful if they will be able to proceed, on account of want of materials, although ores are purchased and brought from coast ports.

#### BORATE.

About 120 miles due east from this port are located the Chilcaya borate grounds, covering 23,000 acres. The quality is fine and the supply unlimited. The Compañia Boratera Chilcaya bring down by pack mules and carts about 90 tons monthly, but to work the business properly and profitably a railroad is necessary, the maintenance of animals being very costly.

#### COMMERCE.

The trade with Bolivia is very small. Importations enter by rail via Mollendo or Antofagasta, thus avoiding the re-marking of packages called for by the overland route. Llamas carry 100 pounds; donkeys, 150 pounds; and mules, 300 pounds, so that unless a railway is built from here to the capital of Bolivia, business relations are not likely to improve. Merchants find great difficulty at times in securing pack animals for the transport of their goods to the interior.

The importations by this port are fairly distributed between England, Germany, and the United States.

#### LICENSES, ETC.

Commercial travelers are not obliged to obtain a license for soliciting orders in Chile, nor are passports called for.

There are no customs regulations of a discriminating character.

The postal rates are, domestic, 5 cents per 15 grams ( $\frac{1}{4}$  ounce); foreign, 10 cents per 15 grams ( $\frac{1}{4}$  ounce).

I may add that there is no foreign capital invested here, nor are there any American residents in this district.

DAVID SIMPSON, *Vice-Consul*.

ARICA, *October 11, 1902.*

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#### IQUIQUE.

Iquique is a commercial city of about 30,000 inhabitants. It is the principal seaport in the province of Tarapaca, in northern Chile, which includes within its limits the richest and most extensive nitrate fields in the world. Millions of dollars are invested in these properties, and during the past fiscal year 1,172,792 tons of nitrate of soda, valued at \$48,999,249 United States currency, including duties and shipping expenses, were exported from this province. Of this amount 136,108 tons, valued at \$5,676,492, was shipped to the United States. About two-thirds of the total export trade of Chile is from this consular district.

## IMPORTS.

Tarapaca is an absolute desert, wholly dependent upon the outside world for its support. Everything used here has to be imported, and the value of goods purchased from abroad by this district amounted in 1901 to \$5,242,142.52, distributed as follows:

	United States currency.
Animal products .....	\$119,983.32
Vegetable products .....	817,309.44
Mineral products .....	481,872.60
Textiles .....	834,033.25
Paints, oils, and paraffin .....	2,343,684.93
Paper and cardboard .....	72,181.80
Liquor and drinks .....	121,763.16
Drugs and perfumeries .....	76,692.60
Machines, instruments, tools, and machine parts .....	275,874.85
Arms, ammunition, and explosives .....	88,770.25
Sundries .....	9,976.32
Total imports, 1901 .....	5,242,142.52
Total imports, 1900 .....	5,052,380.00
Increase .....	189,762.52

Iquique is a comparatively modern city, having electric-light and gas plants, telegraph, telephone, cable, waterworks, sewerage, and street-railway systems, all of which are in good working order. Water is supplied to the city through pipes from Pica, a small village at the foot of the Andes Mountains, 90 miles distant.

## INTERNAL TRANSPORTATION FACILITIES.

Carriage roads do not exist outside the city limits. There is, however, a cart road running to the silver mines of Huantayaja and Santa Rosa, 10 or 12 miles from Iquique. All of the silver ores from these mines are brought to this city by means of large two-wheeled carts, drawn by a number of mules. The richest ores are sent to Europe; the low-grade ores are amalgamated here.

## RAILWAYS.

There are three railways in this district—the Nitrate Railway, running from Iquique to Lagunas on the south and to the port of Pisagua on the north, with a total length of 300 miles; the Agua Santa Railway, from the minor port of Caleta Buena to Agua Santa, which, including its branches, is 80 miles long; and the Junin Railway, connecting the minor port of Junin with Dolores, which has a length of 65 miles. The Nitrate line is broad gauge and the other two are narrow gauge.

## OCEAN TRANSPORTATION.

There are three lines of steamers between the United States and Chilean ports—the Merchants' Line, controlled by Messrs. W. R. Grace & Co.; the West Coast Line, controlled by Messrs. Beeche, Duval & Co., which makes monthly trips from New York to the west coast of South America; and the "Kosmos" Line, which runs from Hamburg to San Francisco via the west coast of South and Central

America. The first two lines carry freight only; the latter carries both freight and passengers. There are two other lines, the Pacific Steam Navigation Company and the Compañía Sud-Americana de Vapores, running between Valparaiso and Panama, carrying freight, passengers, and mails and making weekly trips. Until recently, the last two lines have been running to San Francisco, but now they go no farther north than Panama.

#### HARBOR FACILITIES.

The harbor is an open bay, sheltered from the southwest wind by a small island. Vessels are loaded and unloaded by means of lighters. There are no wharves here. A new passenger mole is just about completed, which will make it much more convenient for the landing of passengers from small boats.

#### POSTAL RATES AND PARCELS POST.

Postal rates have not changed. Letters to all countries of the Postal Union pay 10 cents per half ounce. Letters to the interior of the country pay 5 cents per half ounce up to 2 ounces. Above that weight, a reduced amount is charged. Newspapers and other publications are carried free throughout the country. The parcels post arrangement is not altogether satisfactory at this port, for the reason that parcels must first go to Antofagasta to be appraised.

#### BANKING AND CREDITS.

There are four banks in Iquique, all doing a general banking business—Banco Aleman Trans-Atlantico; Banco Tarapaca y Argentina; Banco de Chile, and Banco Italiano Española.

European houses give longer credit to merchants than do American firms. Many local importers pay promptly. During the past year, some American commercial travelers have been trying to convince merchants here that it is to their advantage to buy for cash, and have been more or less successful.

#### PASSPORTS AND LICENSES.

No license or passport is required of commercial travelers, but all travelers should not fail to provide themselves with the latter.

#### LOCAL MANUFACTURES.

Manufacturing in this city is on a very small scale.

*Sugar.*—There is one sugar refinery here, where granulated sugar of a very good quality is manufactured.

*Cigarettes.*—There are many small cigarette factories, which employ a considerable number of men, cigarettes being the form in which most of the tobacco is used.

*Furniture.*—On account of the almost prohibitive duty, most of the furniture used here is of local production, being made in small shops and by native workmen. As a rule, it is neither very artistic nor durable.

*Ice.*—There are two factories for making ice, which is delivered at the houses at the rate of about 22 cents gold for 25 pounds.

*Shoes.*—Nearly all footwear is hand-made by native artisans, who do the work in their own homes or in small shops.

#### PETROLEUM.

All of the refined petroleum used here is imported from the United States. Crude petroleum is imported from Peru. The Agua Santa Railway Company and the "oficinas" (nitrate producing establishments), belonging to the same company, are about to begin using petroleum as fuel. Mr. F. H. Thompson, M. E., who has charge of the installations, has very kindly given me the data for the following statement.

It was decided some time last year to make experiments in the utilization of petroleum for fuel in the boiler rooms of the Agua Santa Company, and a supply was obtained from Talara, Peru. The results were so satisfactory that it was decided to burn petroleum fuel in all the power houses of this company, and tanks, piping, etc., have been ordered.

The installations will consist of the following:

At Caleta Buena, two steel tanks 60 feet diameter by 24 feet high, with a capacity of 1,500 tons each; an engine, dynamo, motor, and a high-pressure pump for forcing the oil 7,000 feet up the mountain to Alta Caleta, at an altitude of 2,450 feet.

At Alta Caleta Buena, two steel tanks, with a capacity of 750 tons each; a loading tank, switches, and 30 tank cars for transporting the petroleum to the different "oficinas" (nitrate elaborating works). At each of the oficinas, supply tanks 30 feet in diameter by 16 feet high will be erected. The boilers will be supplied with burners especially designed for this type of boiler. Natural draft will be employed. The combustion will be so perfect that no smoke will be produced. Oil is to be fed to the boilers by gravity and atomized by steam.

The petroleum now contracted for will come from Talara, Peru, in tank steamers. These steamers carry about 2,000 tons each and will probably deliver that quantity each month.

The expense of changing the plant to burn oil is very slight, and it can be put into shape for using coal again in less than half a day.

After the oil burners are installed, it is proposed to erect a distillation plant, extract the lighter hydrocarbons, and use the residuum on the numerous locomotives owned by the company.

There has been some delay in putting this plan into operation, on account of the burning of the steamer which transports the oil from Peru. Another vessel, however, is now on the way from England to take the place of the one burned.

I believe that as soon as other oficinas see the advantages that the Agua Santa Company enjoys in the use of petroleum instead of coal as fuel, many of them will adopt it in their establishments.

#### UNITED STATES TRADE.

I have been pleased to note that our exporting houses are waking up to the importance of sending out experts in their lines to make known to the merchants of this country what they can do and are willing to do to secure Chilean trade. The people of Chile are more than willing to deal with the United States if they can get as good terms, other conditions being equal, as are offered by other countries.

No doubt the largely augmented imports from the United States during 1901—\$16,526,333 Chilean gold (\$6,032,111 in our currency), as against \$12,098,808 (\$4,416,064) in 1900, an increase of \$4,427,525 (\$1,616,046)—was due largely to the very active interest American commercial travelers have taken in building up trade with this country.

CHARLES S. WINANS, *Consul*.

IQUIQUE, *November 4, 1902.*

## COLOMBIA.

### BARRANQUILLA.

#### IMPORTS.

As before reported, no statistical data are kept by the Colombian customs officials, showing the quantity, value, or kind of imports passing into the country through this port. It is proper to say, however, that this condition is only temporary, and is due to the existing war.

The volume of imports through Barranquilla has increased perceptibly during the period covered by this report, and it is stated by commercial travelers from the United States that our country has made rapid gains in the business transacted here. In the matter of prints, shoes, machinery, and coal oil, the United States is leading all other countries.

#### CURRENCY.

The money current in this department of Colombia is hopelessly depreciated in value. It consists solely of paper bills, either issued directly by the Government or by banks. If by the latter, the guarantee of Government is stamped on the notes. The rate of exchange between this currency and United States gold has fluctuated from 4,000 per cent to 14,000 per cent, being now at 8,000 per cent. It should be noted that the paper currency used in other departments or states is not accepted in the department of Panama, nothing being in use there except silver currency; also that money current in the department of Bolivar at a given ratio to United States gold is much less valuable in other departments or states of the Republic.

#### SHIPPING.

*Movement of shipping at (Puerto Colombo) Sabanilla, the port of entry for Barranquilla, during six months ended June 30, 1902.*

#### ENTERED.

Nationality.	Number.	Cargo discharged.	Passengers.
		<i>Kilos.</i>	
English.....	30	3, 839, 640	151
French.....	28	548, 044	427
German.....	48	6, 272, 471	220
Italian.....	4	108, 815	27
Norwegian.....	10	In ballast.	11
Spanish.....	6	279, 786	161
Total.....	126	11, 048, 706	997

*Movement of shipping at (Puerto Colombo) Sabanilla, the port of entry for Barranquilla, for six months ended June 30, 1902.*

## CLEARED.

Nationality.	Num-ber.	Passen-gers.
English .....	30	219
French .....	28	87
German .....	51	200
Italian .....	4	34
Norwegian .....	10	17
Spanish .....	6	27
Total .....	129	584

In the corresponding period of the preceding year, 112 steamers arrived at this port, carrying 114 passengers and 11,070 tons of merchandise.

No data showing the value or character of shipments to or from foreign ports can be obtained from the customs officers, no record of this kind having been kept.

## EXPORTS.

*Exports from the port of Barranquilla to United States for six months ended June 30, 1902.*

Articles.	Quantities.	Value in U. S. gold.
Alligator skins .....	number.. 566	\$568.79
Bananas, dried .....	boxes.. 1	361.37
Bird skins .....	do.. 1	5.24
Balsam caninse .....	do.. 71	1,069.50
Balsam copaiba .....	do.. 17	573.71
Balsam Tolu .....	do.. 122	2,408.95
Brushes, paint (returned American goods) .....	do.. 1	90.00
Calfskins .....	packages.. 4	32.72
Coffee .....	bags.. 72,935	391,396.28
Copper, old .....	boxes.. 28	220.57
Deerskins .....	packages.. 2	19.46
Goatskins .....	do.. 347	8,568.92
Hides (cattle) .....	number.. 82,603	260,843.32
Hats, straw .....	cases.. 141	53,144.30
Horsehair .....	packages.. 11	24.13
Ivory nuts .....	do.. 17	44.31
Ipecacuanha .....	do.. 3	73.14
Leather belting (returned American goods) .....	boxes.. 1	115.76
Ore (gold) .....	bags.. 300	507.61
Plants .....	boxes.. 14	224.87
Rubber .....	packages.. 239	9,565.12
Silver bars .....	number.. 10	1,285.10
Skins of wild animals .....	packages.. 4	106.00
Tobacco, leaf .....	do.. 10	45.92
Vegetables, dried .....	boxes.. 2	85.32
Total .....		731,380.41

## CATTLE.

A considerable trade in neat cattle between this port and Cuban ports has been built up, as will appear from the following table:

*Number and value of neat cattle shipped to Cuban ports for six months ended June 30, 1902.*

Month.	Number.	Value.
January .....	3,016	\$60,320
February .....	1,625	32,500
March .....	1,049	20,990
April .....	1,689	33,780
May .....		
June .....		
Total .....	7,389	147,580

<sup>a</sup> No shipments.

## TRANSPORTATION.

There are three lines of steamers plying between this port and the United States: The Hamburg-American, one steamer a week, from New York; the Harrison Line, one steamer a month, from Galveston; the Leyland Line, two steamers a month, from New Orleans. Communication between this city and the interior of Colombia is had by river steamers, about thirty of which are in use on the Magdalena River, the only waterway of importance in the Republic. These steamers do not run on any schedule, but arrive and depart when they can secure cargo and get permission from the Government authorities.

## MINES AND MINING.

Owing to the civil war, mining in Colombia has not been prosecuted to the extent or with the success that would attend that industry should peace be established; yet, despite adverse conditions, there has been shipped to the United States, as shown by the books and records of this consulate, since the commencement of the present year, 126 bars of gold, valued at \$248,864 (United States currency).

The mines are located in the mountainous districts of the interior and are reached from this port by steamers to contiguous points on the Magdalena River, and thence by mule trains.

Many American miners and companies own claims and work them, but by far the larger percentage of mining is carried on by English, French, and German companies. Until peace is declared,<sup>a</sup> it would be hazardous to attempt the opening up of new mines in this country, as labor can not be obtained except at exorbitant rates.

## TRADE HINTS.

## SHOES.

American shoes have continued to be imported in certain quantities into this part of Colombia, but the ready sale and sharp demand for these goods would seem to insure a large trade in Barranquilla and the surrounding country. Native footwear is unsatisfactory, on account of the poor quality of material used and the old-fashioned styles. The sole leather manufactured here is poorly tanned, absorbs water when exposed, and becomes soft and worthless in a short time.

## BUTTER.

The American canned butter which has been shipped into this city has proved very bad, rapidly becoming rancid and unfit for use. Danish butter is almost the sole brand handled. As this climate is excessively warm, averaging 90° Fahrenheit in the shade, it is very difficult to put up an article containing fatty matter which will not spoil. Dealers should either decline to fill orders for butter or should see that it is put up in the most perfect form to withstand a steady high temperature.

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<sup>a</sup>See Advance Sheets of Consular Reports No. 1519, December 13, 1902, for treaty of peace in Colombia.

## COMMERCIAL TRAVELERS.

The Germans and French control most of the trade of this country, owing to the fact that they employ commercial traveling agents who speak Spanish, the language of the people, and dealers in the United States must adopt this system if they expect to compete with European houses. It is a useless waste of money to send here advertising matter printed in English, as few of the merchants read anything but Spanish.

## MATCHES.

The sale of United States matches in Colombia has increased in the past year, but there is a defect in some of the brands which has caused much unfavorable comment and had a tendency to lessen the demand for this article of our manufacture. A safety match introduced by an American firm proved worthless, owing to the extremely damp climate, which destroyed its igniting substance.

German and Swedish safety matches are in general use here and probably supply the greater part of the market.

GEORGE W. COLVIG, *Consul.*

BARRANQUILLA, *November 25, 1902.*

## COLON.

Civil war continues to exist in this consular district.<sup>a</sup> The people are becoming poorer from day to day, their purchasing capacity is growing less, and the commercial depression greater.

## IMPORTS.

The following table shows the importations during the year ended June 30, 1902:

Articles.	England.	France.	Germany.	Italy.	United States.	Total.
Dry goods.....	\$70,400	\$62,900	\$37,800	\$6,910	\$181,860	\$359,870
Liquors.....	19,122	22,400	7,665	7,496	24,762	81,445
Drugs.....	1,407	2,496	356	972	7,425	12,656
Hardware.....	2,400	10,500	2,705	.....	31,042	47,647
Coal.....	.....	.....	.....	.....	40,675	40,675
Provisions.....	19,900	7,790	23,000	10,490	129,670	181,850
Lumber.....	.....	.....	.....	.....	35,850	35,850
Woodwork.....	.....	.....	.....	.....	450	450
Kerosene.....	.....	.....	.....	.....	15,900	15,900
Total.....	113,229	106,086	71,526	26,868	440,684	776,343

<sup>a</sup> See footnote, p. 752.



For purposes of comparison, I subjoin a table containing the importations for the fiscal year 1898-1899, this being the last one for which exact data are on record in this office:

Articles.	England.	France.	Germany.	Italy.	United States.	Total.
Dry goods.....	\$85,900	\$57,899	\$41,628	\$7,045	\$181,767	\$374,239
Liquors.....	27,742	35,742	9,068	8,384	16,372	97,318
Drugs.....	2,402	3,994	424	1,344	8,438	16,602
Hardware.....	2,982	12,326	3,480	70	37,071	55,879
Coal.....	7,545				38,577	46,122
Provisions.....	23,486	9,776	34,922	13,887	126,640	208,711
Lumber.....					30,771	30,771
Woodwork.....				40		40
Kerosene.....					12,881	12,881
Total.....	150,007	119,787	89,522	30,770	452,517	842,563

The next table shows the amount (in dollars) of the increase or decrease of certain articles imported in the years 1898-1899, and 1901-2, respectively:

Articles.	England.		France.		Germany.		Italy.		United States.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Dry goods.....		\$15,500	\$5,001			\$382		\$145	\$93	
Kerosene.....									3,019	
Lumber.....									5,079	
Liquors.....		8,626		\$13,342		1,403		888	3,390	
Drugs.....		996		1,498		68		372		\$7,466
Hardware.....		532		1,826		775		70		6,080
Coal.....		7,545							2,088	
Provisions.....		8,586		1,986		8,586		3,397	3,080	
Woodwork.....								40	450	
Total.....		37,084	5,001	18,652		6,214		4,912	15,179	13,496
Net increase (+) or decrease (-).....		-37,084		-13,651		-6,214		-4,912	+1,683	

The United States, as the foregoing table shows, is the only country from which the imports have increased. The gain has been slight, but from all other countries there was a loss.

Nor is any considerable increase of importations possible until peace shall have been reestablished for a few years at least, or until the building of an interoceanic canal shall have commenced. The establishment of such a vast enterprise would also have a tendency to ensure more permanent peace to the entire Isthmus of Panama.

#### IMPORT DUTIES, LICENSES, ETC.

Although Colon is by law a free port, yet an import duty of 30 per cent ad valorem on the gold valuation of the invoices is collected in this port, under the name of a commercial tax, on all merchandise except liquors, alcohol, and rum. The import duties on the last two articles have been reduced in consideration of the facts that the disturbed condition of the department of Panama has put a stop to the manufacture of the same, and that they form the raw material of other industries which contribute to the wealth of the country. The duty on alcohol and rum is, therefore, until public order has been restored, as follows:

For each liter of alcohol, up to 42° of the areometer of Cartier, 50 cents; of more than 42°, \$1; rum up to 21°, 50 cents.

The duty on liquors per each liter (1.05 quarts) is as follows:

Spirituous liquors, common, and their components (seco, aniseed, silver. Gold. refinado, rosoli, naranjito, etc.), from any other department or foreign, density up to 21°	\$2.00	\$0.87
Distilled spirits, as brandy, gin, whisky, up to 21°	2.00	.87
Alcohol up to 42°	1.50	.65
Liquor from 20° to 42°	3.00	1.31
Condensed liquor, serving for the preparation of taxed drinks	20.00	8.72
Mineral waters, not gaseous, vichy, Orezza, Chantilly, and the like, sold as medicinal	.10	.043
Soda waters, lemonade, or any other and gaseous drink	.10	.043
White wine, colored, or Bordeaux, in pipes, barrels, demijohns, bottles, etc	.10	.043
Beer, white or black gin, or other kind	.20	.087
Fermented liquors not specially taxed	.10	.043
Sirups	.30	.13
Wines known as sweet wines, seco, malaga, sherry, port in pipes, barrels, demijohns, and bottles	.20	.087
Champagne and other sparkling wines	1.00	.436
Bitters and aperitives of any name or quality	.30	.13
Essences of other kinds for each kilogram (2.2 pounds), gross weight, or other kinds of industries, as vanilla, rose, etc.	5.00	2.18

The following articles form a monopoly under Colombian law, to wit: Cigars, cigarettes, matches, tobacco, ice, and salt. They can be imported only by the persons possessing the monopoly.

No change has taken place since my last report in regard to wharfage. There are no harbor dues to be paid, nor is there a special license or other tax for commercial travelers; but like all other persons, they have to pay, when traveling in the department, 60 cents Colombian silver<sup>a</sup> (27.7 cents); when traveling in other parts of Colombia, \$2 Colombian silver (89 cents), and when leaving for foreign parts, \$4 Colombian silver (\$1.78), besides two 4-dollar \$3.56 stamps on each steamer ticket.

#### PACKING AND CREDITS.

The remarks made in my last report in regard to the packing of merchandise imported from the United States continue to apply at the present time, as no change in this respect has been made by the shippers. The credit extended by American merchants remains likewise ninety days, while foreign merchants usually sell on six months' time.

#### EXPORTS.

*Comparative statement of exports to the United States for the fiscal years ended June 30, 1901 and 1902.*

Articles.	1902.	1901.	Increase.	Decrease.
Bananas	\$69,618	\$58,808	\$11,315	.....
Cocconuts	40,966	37,884	3,072	.....
Cocoa	2,726	867	1,859	.....
Coffee	4,815	4,166	649	.....
Hides	8,903	8,722	5,181	.....
Hats	757		757	.....
Ivory nuts	6,518	9,154		\$2,636
Manganese ore	12,088	15,825		3,787
Mahogany logs	185	4,674		4,389
Machinery	40		40	.....
Old metal	560	2,549		1,989
Palm-nut oil	72		72	.....
Rubber	4,695	6,851		2,256
Turtle shell	10,159	35,920		25,761
Total	161,942	179,815	22,445	40,818

<sup>a</sup>The average value of the Colombian peso in 1901 was 44.5 cents.

## SHIPPING AND TRANSPORTATION.

*Comparative statement of vessel entries at Colon Harbor during the years 1900 and 1901.*

Months.	Sailing vessels.				Steamers.				Total.			
	1901.		1900.		1901.		1900.		1901.		1900.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
January.....	27	1,014	56	1,113	38	97,545	31	88,137	65	98,569	87	89,250
February.....	28	948	42	965	25	50,756	29	89,692	53	61,703	71	90,657
March.....	36	402	43	689	33	100,658	33	96,693	69	101,060	76	96,392
April.....	42	1,117	50	696	33	104,964	81	90,940	76	106,061	81	91,636
May.....	34	570	54	652	33	98,403	31	89,849	67	98,973	85	90,501
June.....	42	618	50	1,422	27	76,705	28	73,144	69	77,323	78	74,566
July.....	34	484	34	615	32	98,314	31	96,466	66	98,798	65	96,061
August.....	33	313	36	721	27	71,759	28	72,036	60	72,072	64	72,756
September.....	33	647	39	1,119	29	77,814	27	74,618	62	78,461	66	75,737
October.....	34	726	46	630	31	96,757	28	80,462	65	96,483	75	81,092
November.....	28	971	54	1,461	35	87,276	29	78,715	63	88,247	82	80,176
December.....	27	700	39	582	30	100,680	28	84,384	57	101,390	68	84,916
Total.....	398	8,510	543	10,615	373	1,060,630	355	1,013,136	771	1,069,140	898	1,023,750

As in the year 1900, transit business showed greater activity than in the preceding year, so 1901 shows improvement compared with 1900, as is indicated in the following tables:

*Number of tons of freight moved on the railroad.*

## FROM ALL POINTS TO ALL POINTS.

Description.	Calendar year—		Increase.	Decrease.
	1901.	1900.		
COLON TO PANAMA.				
New York to San Francisco.....	Tons. 43,455	Tons. 33,555	Per cent. 29.50	.....
New York to Panama, South Pacific, Central America, and Mexico.....	28,455	26,968	5.58	.....
Europe to Panama, South Pacific, Central America, Mexico, and San Francisco.....	61,972	54,906	12.87	.....
Local.				
Commercial freight.....	27,699	16,217	70.80	.....
Company's freight.....	34,162	22,118	54.45	.....
PANAMA TO COLON.				
San Francisco to New York.....	42,086	30,624	37.43	.....
South Pacific, Central America, Mexico, and Panama to New York.....	59,651	88,046	.....	32.25
South Pacific, Central America, Mexico, San Francisco, and Panama to Europe.....	79,388	77,219	2.81	.....
Local.				
Commercial freight.....	2,883	3,196	.....	9.85
Company's freight.....	5,833	4,582	28.71	.....
Total east and west bound.....	385,584	357,377	7.89	.....

## COUNTRIES OF ORIGIN AND DESTINATION.

<b>COLON TO PANAMA.</b>				
For Panama.....	Tons. 71,151	Tons. 47,381	Per cent. 50.17	.....
For Central America.....	28,252	27,409	8.08	.....
For South Pacific.....	48,086	40,936	17.46	.....
For San Francisco.....	54,434	35,374	28.44	.....
For Mexico.....	2,821	2,658	6.13	.....
Total.....	196,743	158,768	27.31	.....
<b>PANAMA TO COLON.</b>				
From Panama.....	25,814	30,009	.....	13.96
From Central America.....	40,128	43,283	.....	16.89
From South Pacific.....	80,318	98,511	.....	14.11
From San Francisco.....	42,552	30,623	38.93	.....
From Mexico.....	1,029	1,188	.....	13.38
Total.....	189,841	203,619	.....	6.77
Total east and west bound.....	385,584	357,377	7.89	.....

Statement showing number of passengers transported during the years 1900 and 1901.

Month.	Calendar year—											
	1901.						1900.					
	Panama.			Colon.			Panama.			Colon.		
	First class.	Second class.	Total.	First class.	Second class.	Total.	First class.	Second class.	Total.	First class.	Second class.	Total.
January .....	282	3,867	4,099	172	3,633	3,805	178	2,284	2,462	152	2,794	2,946
February .....	194	3,585	3,729	169	3,510	3,679	260	2,226	2,486	264	2,736	3,000
March .....	175	3,886	4,011	180	3,922	4,102	211	3,025	3,236	263	3,354	3,617
April .....	222	4,514	4,736	227	4,175	4,402	269	3,224	3,493	447	3,588	3,985
May .....	203	4,313	4,516	275	3,852	4,127	206	2,846	3,061	420	3,091	3,511
June .....	229	3,963	4,192	287	4,387	4,674	174	3,169	3,343	247	3,183	3,430
July .....	228	3,710	3,938	204	3,606	3,809	186	3,068	3,244	257	3,236	3,493
August .....	165	3,069	3,244	155	3,076	3,230	185	3,148	3,333	153	3,525	3,678
September .....	203	2,943	3,146	167	2,845	3,012	200	3,250	3,450	182	3,060	3,242
October .....	212	2,731	2,943	111	2,771	2,882	256	4,885	5,141	241	3,167	3,408
November .....	215	2,976	3,191	109	2,948	3,057	272	3,670	3,942	154	3,126	3,280
December .....	154	3,090	3,244	109	3,284	3,393	279	4,196	4,475	135	3,861	3,996
Total .....	2,422	42,567	44,989	2,165	42,007	44,172	2,675	33,981	41,666	2,915	33,661	41,576

Number of passengers carried.

Classification.	1901.	1900.	Increase.	Decrease.
First-class passengers .....	4,587	5,590	Per cent.	Per cent.
Second-class passengers .....	84,574	77,642	8.93	17.94
Total .....	89,161	83,232	7.12	

Passenger earnings.

Classification.	1901.	1900.	Increase.	Decrease.
First-class passengers .....	\$28,507.47	\$31,375.56	Per cent.	Per cent.
Second-class passengers .....	47,147.21	45,091.37	4.56	9.14
Total .....	75,654.68	76,466.93		1.06

NOTE.—The above is the calendar year to December.

Comparative statement of local and through freight transported from Colon to Panama during the years 1900 and 1901.

CALENDAR YEAR.

Month.	Local from Colon and way stations.		Through from Europe to all destinations.		Through from New York to all destinations.		Total.	
	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
January .....	4,918	2,221	6,804	6,178	8,082	5,252	19,254	13,661
February .....	8,837	4,420	4,245	3,623	5,709	2,788	18,791	10,831
March .....	4,803	3,689	6,181	3,272	6,685	5,362	17,669	12,323
April .....	8,285	7,422	5,852	4,357	8,577	4,585	22,214	16,364
May .....	4,108	2,256	6,148	3,409	6,274	6,210	15,580	11,875
June .....	3,033	2,292	4,190	4,184	5,547	3,885	12,770	10,311
July .....	2,237	1,766	5,574	4,230	6,516	4,928	14,327	10,924
August .....	1,979	2,085	3,896	3,511	4,575	3,890	10,450	9,486
September .....	11,441	2,819	4,404	4,428	4,695	4,642	20,540	11,389
October .....	3,796	1,295	6,132	5,600	5,310	5,601	15,233	12,497
November .....	6,653	6,521	4,894	5,432	5,251	7,398	16,823	19,361
December .....	6,771	2,095	5,652	6,681	4,709	6,027	17,132	14,806
Total .....	61,861	38,385	61,972	54,905	71,910	60,518	195,743	158,758

*Comparative statement of local and through freight transported from Panama to Colon during the years 1900 and 1901.*

## CALENDAR YEAR.

Month.	Local from Panama to Colon and way stations.		Through from all points to Europe.		Through from all points to New York.		Total.	
	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
January .....	869	459	11,061	9,157	7,070	5,848	19,010	15,464
February .....	685	847	9,504	10,207	8,929	9,062	19,118	20,116
March .....	889	921	10,308	11,001	5,410	8,932	16,802	20,854
April .....	1,169	1,100	9,974	9,433	7,802	6,484	18,945	17,017
May .....	567	605	10,242	6,784	10,376	10,406	21,185	17,736
June .....	489	681	6,307	4,761	7,323	9,483	14,119	14,925
July .....	545	601	3,489	4,040	11,568	10,417	15,592	15,066
August .....	571	591	3,881	3,484	6,162	8,904	10,104	12,979
September .....	601	509	2,652	3,460	12,191	12,536	15,444	16,506
October .....	733	486	4,322	8,676	8,521	12,661	8,576	16,823
November .....	667	486	3,733	3,257	13,178	13,660	17,578	17,403
December .....	941	444	4,400	7,969	8,227	10,277	13,568	18,680
Total .....	8,716	7,730	79,388	77,219	101,737	118,670	189,841	303,619

*Statement showing number of tons of freight transported during the calendar years 1897, 1899, 1900, and 1901.*

Month.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.
January .....	26,886	23,708	29,204	29,115	38,264
February .....	31,587	29,998	20,883	30,947	32,909
March .....	32,589	32,234	32,538	33,177	34,271
April .....	33,978	25,899	32,575	33,381	41,159
May .....	30,420	18,007	27,654	29,670	36,715
June .....	20,962	17,108	21,098	25,236	26,890
July .....	20,368	16,906	18,827	25,982	29,919
August .....	17,004	18,373	17,645	22,415	20,554
September .....	16,929	15,816	19,357	27,894	35,984
October .....	21,073	22,146	19,571	29,320	23,814
November .....	19,435	22,581	23,906	36,754	34,406
December .....	19,470	25,385	24,143	33,486	30,700
Total .....	290,651	268,156	287,400	357,377	385,564

## LOCAL COMMUNICATION.

The transportation facilities in this district remain the same as those stated in my last report, except that since the wreck of the small American steamer *Sunrise*, regular weekly communication between Colon and Bocas del Toro has been interrupted. It is credibly reported, however, that the United States Fruit Company, of Boston, intends to soon replace the lost *Sunrise* by another vessel of the same or greater size.

## MERCHANT MARINE.

The entire foreign commerce and the greater part of the coastwise trade of this district are carried on by foreign vessels.

Only about ten sailing vessels, averaging 20 tons each, are owned in the province of Colon and sail under the Colombian flag. They are all engaged in carrying such freight and passengers as may offer from and to different places on the coast.

## MANUFACTURE OF ICE.

The only manufacturing plant in this district is the ice plant of the Panama Railroad Company, at Colon. Manufacturing ice in this province is a monopoly. The Panama Railroad Company, however, by its charter from the Colombian Government, has permission to manufacture ice for the use of its employees, and has established a plant here.

The capital invested is \$10,068.39 gold, the cost of the machinery being \$7,000 and of the building \$3,068.39.

The machinery was bought at Carbondale, Pa.

There are three employees in the plant—a supervising engineer (an American), who, however, has other duties to perform, and two workmen (negroes). The salaries paid are: Engineer, \$100 gold per month; workmen, each, 80 cents gold per day.

The actual output of the plant is about 35 tons monthly; its capacity is 2 tons per twenty-four hours.

The ice is sold at the rate of 1 cent per pound gold, but, as above mentioned, to employees of the railroad only, at Colon, along the line, and at Panama and La Boca. The offices of the company consume about 13,500 pounds per month and the employees the remainder. The cost of making 1 ton of ice is about \$11 gold.

## LAWS.

There are no quarantine or other sanitary laws in force in Colon.

Colombia possesses no trade-mark laws, nor any law requiring goods to be marked so as to show the country of origin or manufacture; nor do the laws of this country discriminate in favor of or against the trade and commerce of any foreign state.

## CURRENCY AND EXCHANGE.

There has been no change in the currency of this department. United States gold during the last year has been at a banker's selling rate of about 150 per cent premium; at a buying rate of about 144 per cent.

OSCAR MALMROS, *Consul*.

COLON, *August 26, 1902.*

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REPORT FROM CONSULAR AGENCY AT BOCAS DEL TORO.

Business has suffered very much on account of the revolution, and was absolutely paralyzed for about six weeks in April and May.

Most of the banana plantations are on the mainland, around the Chiriqui Lagoon, about 25 miles from this town. For almost two months, the whole lagoon was controlled by the Liberal forces, and traffic between the lagoon and this island was stopped altogether. Both belligerent parties imposed heavy fines on the foreign owners of gasoline launches, lighters, etc., who should rent these vessels to the opposing forces.

All the merchants sustained losses, both direct and indirect. Those Chinamen who own stores on the lagoon, some of which are situated

in very isolated spots, have suffered severely. Most of them are indebted to the foreign import houses in this place, and are unable to meet their obligations, thus causing indirect losses to the wholesale merchants.

#### NEW CANAL.

With the revolution at an end, prospects for business should be bright. A canal is being built from the Changuinola River (about 18 miles from here) to Almirante Bay, opposite Bocas del Drago (the nearest point of this island to the mainland and about 9 miles from Bocas del Toro), the concessionary of which is Mr. M. T. Snyder, the owner of nearly 4,000 acres of banana land in Changuinola. This canal, about 8 miles in length, will be completed in a few months, and a wide area of the richest banana country in the world, of which about 6,000 acres are already cultivated and bearing fruit, will be open to commerce. This will increase business in this district considerably, and Bocas del Toro, which has for the last two years gone through a commercial crisis—due mainly to the banana trade having been monopolized by the fruit trust—will see better times.

#### COMMUNICATIONS.

It is expected that next year there will be plenty of competition, which will again make business prosperous. For the last two years, the planters have been at the entire mercy of the fruit trust, many of them not being able to sell any of their fruit, and they are all eager to see a new steamship line established between the Gulf ports and this place, to enable them to dispose of the bananas.

Bocas del Toro is not connected by telegraph with the remainder of the world, and this lack of means of communication has handicapped commercial relations. Cablegrams have to be carried in a canoe to Port Limon, Costa Rica, about 60 miles from here, involving an extra expense of from \$15 to \$25 gold for each message and a delay of one or two days. Steps have been taken, however, to establish a telephone service between Port Limon and this place, which will contribute materially to the development of traffic.

There are now on an average three fruit steamers a week carrying bananas from this port to New Orleans and Mobile; and once a month a steamer of the Hamburg-American Line touches this port, bringing goods from Germany and England and taking tortoise shell, sarsaparilla, and rubber to Europe.

As before mentioned, the welfare of Bocas del Toro depends on the number of steamers calling for bananas, which for the last two years has been only two-thirds of what it was four or five years ago, whereas the quantity of bananas grown in this district has been increasing. It can be safely asserted that during the last two years, at least 50 per cent more steamers could have been supplied with a full cargo of bananas.

#### COMMERCE.

As no official records are kept here, I had to get my information about the exports and imports of this district from the merchants. The data, however, should be considered approximately correct.

During the year ended June 30, 1902,<sup>a</sup> Bocas del Toro exported to—

Europe:	Pesos.
Sarsaparilla .....	22,300=\$9,366
Tortoise shell .....	18,100= 7,602
Rubber .....	4,450= 1,869
Cacao (chocolate) .....	1,780= 748
Hides (cow) .....	2,590= 1,088
Old copper .....	670= 281

Total ..... 49,890=20,954

(All the sarsaparilla, as well as some of the tortoise shell, went to England; the balance of the shell to Germany.)

United States:	Pesos.
Bananas (2,097,500 bunches) .....	460,000=\$193,200
Cocoanuts (175,000) .....	2,100= 882
Canned green turtle .....	600= 252

Total ..... 462,700= 194,334

Very small quantities of grape fruit, oranges, rubber; and cedar logs were also shipped.

During the same period, this district imported from—

	Pesos.
United States .....	294,000=\$123,480
Germany .....	53,500= 22,470
England .....	27,400= 11,508
Jamaica .....	8,500= 3,570

The United States sends all kinds of provisions (beef and pork in barrels, beans, butter, canned goods, cheese, corn, flour, hams, lard, milk, onions, potatoes, etc.), dry goods (canvas, cottons, dress patterns, drills, prints in large quantities, common trousers and overalls, shirts, etc.), furniture, hardware, shoe ware, drugs and patent medicines, liquors (beer in barrels, whisky, etc.), lumber, boat, house, railroad, and bridge material, naphtha, machine implements, etc.

The imports from Germany consist principally of rice, corrugated iron, crockery, enameled ironware, canned goods (finer grades), matches, liquors (brandy, wine, etc.), perfumery, toys, umbrellas, etc.

England exports to this place hessians, flannel, prints, thread, condensed milk, chocolate, clay pipes, Morton's canned goods; and from Jamaica we get brown sugar, rum, aerated waters, etc.

Of late, onions and potatoes have been shipped to this place from Germany, and they have been found to be much less perishable than those from the United States, in spite of their being on the way three weeks longer.

#### TARIFF.

The Government, needing money on account of the revolution, has imposed export duties and increased all the duties on imports, making it almost impossible to sell some articles, especially beer and whisky, at a profit.

The following export duties are now in force: Tortoise shell, per pound, \$1 gold; bananas, per bunch, \$1 gold; sarsaparilla, rubber, etc., 3 per cent ad valorem.

The duties on imports of general merchandise were increased from 10 per cent to 20 per cent ad valorem in October, 1901, and to 30 per

<sup>a</sup> Taking the present value of the Colombian peso at 42 cents.



cent in March, 1902.<sup>a</sup> The duties are figured in silver, plus 5 per cent on the gold value; for instance, the duties on goods worth \$100 gold, at 30 per cent + 5 per cent, would amount to \$35 silver, or about \$14.50 gold.

Other goods went up as follows: Whisky, from 60 cents (25.2 cents gold) to \$2 (84 cents) per liter (1.05 quarts); mineral waters, from 2½ cents (1.05 cents) to 10 cents (4.2 cents) per kilogram (2.2 lbs.); aerated waters, from 5 cents (2.1 cents) to 10 cents (4.2 cents) per kilogram; table wines, from 2 cents (0.8 cent) to 10 cents (4.2 cents) per kilogram; sweet wines, from 5 cents (2.1 cents) to 20 cents (8.4 cents) per kilogram; beer, from 2 cents (0.8 cent) to 20 cents (8.4 cents) per kilogram; champagne and sparkling wines, from 25 cents (10.5 cents) to \$1 (42 cents) per kilogram; bitters, from 5 cents (2.1 cents) to 30 cents (12.6 cents) per kilogram.

The trade in salt, cigars, and tobacco is still a monopoly, whereas matches can now be imported by everybody at the rate of 30 cents silver (12.6 cents) per kilogram.

F. STAHLBUCK,  
*Acting Consular Agent.*

BOCAS DEL TORO, *August 25, 1902.*

#### PANAMA.

Owing to the unsettled state of the country, caused by the civil struggle which has been going on for the past two years, it is impossible to get any records of the imports or exports. On consulting the leading business men of the city, I find that the exports have decreased about 60 per cent and the imports about 50 per cent. This is caused mainly by the war and by the fact that the coast boats are not able to go back and forth. Both imports and exports have been unfavorably affected by the increase in consumption tax and export dues.

The rate of exchange has been about 140 per cent, as compared with United States gold. Legal tender does not circulate in this department, being exempt from the general fiscal laws enforced in the rest of the country.

#### COMMUNICATIONS.

Until July last, the Panama Railroad Steamship Company had not adjusted a controversy with the Pacific Mail Steamship Company as to carrying Central American and California freight and passengers. In consequence of this, for the past year the Panama Railroad Steamship Company had to charter steamers to carry the through cargo, and entered into a contract with the Pacific Steam Navigation Company and the Central and South American Steamship Company to carry all freight for Central American ports and all passengers going north. This contract expired some two months ago, and the Panama Railroad Steamship Company entered into a contract with the Pacific Mail Steamship Company to carry all freight and passengers to ports north of this place. As a result of this, the other lines north were discontinued. The Pacific Steam Navigation Company and the Central and South American Steamship Company run weekly service to all points south, and the Pacific Mail Steamship Company to all points north.

<sup>a</sup> See Advance Sheets of Consular Reports, No. 1560, February 2, 1903, for reduction of import duties.

The coast boats of the Pacific Steam Navigation Company have been running to Buenaventura, but those to other points in Colombia have been discontinued.

The following is the movement of vessels for the six months ended June 30, 1902:

Nationality.	Number of ships in port.	Tonnage.
English .....	58	110,598
American .....	26	47,232
Chilean .....	26	41,041

All mail communications for the United States are sent by way of New York. The time from Panama to New York is seven days; to San Francisco about twenty days. There are two cable companies in the city—the Central and South American Telegraph Company and the West India and Panama Telegraph Company, Limited.

#### POSTAL RATES.

Formerly, the rates were 5 cents silver for each 15 grams (one-half ounce) on domestic postage and 10 cents on foreign, but recently this has been doubled, making the rate on foreign letters of 15 grams (one-half ounce) equal to about 8 cents gold.

#### ELECTRICAL PLANTS.

The electric-light plant of this city was closed in October of 1901, and since that date the city has been lighted by each owner of a house placing a lantern over the balcony. There is an electric street-car line which runs from one end of the city to the other.

#### IMPORTS.

The main articles of import are groceries, cotton and woolen goods, wines, shoes, hats, perfumery, cutlery, and crockery. In fact, almost everything that is used here is imported. Appreciation of American manufactures continues to grow. Packing is yet, however, a source of complaint. American wearing apparel is gaining in favor, especially boots and shoes.

#### TAX ON COMMERCIAL TRAVELERS.

A tax of \$25 Colombian silver (about \$9.55 at present exchange) is charged commercial travelers doing business here.

#### EXPORTS.

The principal articles of export are hides, ivory, nuts, india rubber, mother-of-pearl shells, deerskins, cocobolo wood, ipecac root, and mahogany. Most of the exports are sent to the United States.

The exports to the United States for the quarter ended March 31, 1902, amounted to \$28,759.88 United States gold, and for the quarter ended June 30, 1902, to \$33,025.22 United States gold. It is impossible to get the figures of export to other countries.

## MINING.

Until the civil struggle is over, very little can be done in this line. There seems to be considerable interest in mining in the northern part of this department, Santa Veraguas, but on account of not being able to transport the machinery to the mines, it is impossible to do anything.

FELIX EHRLMAN,  
*Vice-Consul-General.*

PANAMA, *October 15, 1902.*

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ECUADOR.

The foreign trade of Ecuador for 1901, according to commercial statistics, shows an increase over that for 1900.

The value of the imports from all countries last year aggregated \$7,366,499 gold, as compared with \$6,534,020 in 1900, an increase of \$832,479.

The value of the exports for 1901 was \$7,949,377, and for the preceding year \$7,918,821, an increase of \$30,556.

The value of imports from the United States was \$1,670,619 in 1900, and in 1901, \$1,931,592, or an increase of \$260,973, which is very satisfactory, compared with the imports from other countries.

Exports to the United States amounted in value to \$1,356,197 in 1901, being worth \$299,247 less than those of 1900, which were valued at \$1,655,444.

The total imports for 1901 amounted in weight to 69,727 metric tons, as against 50,524 for 1900. The greater part of this excess of imports for last year is due to the large quantity of construction material imported for the railroad now being built, as will be seen by the fact that the import duties decreased by \$347,864, said material having entered free of duty, as per contract.

## CUSTOMS RECEIPTS.

This is the principal source of the national revenue. The total amount of import and export duties collected during the year 1901 amounted to \$3,553,731; that of 1900 was \$3,606,998, or \$53,267 more than in 1901. The import duties showed a decrease, while the export duties have increased. Duties are collected on the gross weight and not on the value of the goods imported. This is a matter of much importance, and should be noted by shippers of goods to this country. The export tax is levied in the same manner.

## PACKING.

The general complaint of importers is that the packages are too heavy, thereby increasing the customs duties. Lightness and strength should be combined, so as to avoid excessive duties and at the same time stand rough handling. It is also stated that the goods are not, as a rule, packed with sufficient care to prevent breakage.

All packages should bear their weight (gross) in plain numbers. A fine is assessed for the omission.

## WHARFAGE AND LIGHTERAGE.

One of the principal obstacles to the handling of cargo at this port is the absence of wharf facilities. Steamers have to discharge into lighters, which necessarily adds to the cost of consignments, to say nothing of the delay and the danger of damaging the goods in the wet season. The construction of a good wharf is absolutely necessary to the prosperity of the principal port of the nation. During 1901, 94 per cent of the imports entered through Guayaquil.

## LINES OF STEAMERS.

The Pacific Steam Navigation (British) and the Compañía Sud Americana (Chilean), running between Valparaiso and Panama, call at this port weekly. The Kosmos Line (German), operating between Hamburg and San Francisco, calling along the ports of the Pacific coast, also touches at this port. The former two companies, for a short time, called at San Francisco, Central American, and Mexican ports, but have now discontinued. In addition to these companies, there are several irregular lines calling here from Europe; also the Merchants' Line from New York, via Chilean and Peruvian ports.

## FREIGHT RATES.

Freights from the United States to Guayaquil are higher than they are from European ports. This handicaps American trade to a large extent. Even freight rates from the United States via Panama to ports south of here are cheaper than the rates to this port. It is to be hoped that an American line of steamers from San Francisco to Chile, calling at the principal ports of Central and South America and Mexican ports, will soon be established. Such a line would not only foster our trade here, but it would also have the effect of inducing a greater number of American tourists and American commercial travelers to visit this part of the world. Our trade can never hope to reach its fullest development except under the American flag.

## PARCELS POST.

A parcels-post system exists between this country and France; also between Ecuador and Germany. The establishment of a similar system of exchange with the United States would prove beneficial to our trade.

## CREDITS AND TRAVELERS.

The terms of credit given by European houses are easy, and for that reason, merchants here prefer to place orders with them. Competent agents speaking Spanish should be sent to this country with full power to allow liberal terms to its business men. Catalogues will not do the work. The chief reason why the United States does not control more of the trade of South American countries is the neglect of our exporters to cater to those markets; and to this should be added higher rates of freight, faulty packing, and the demand for cash for all sales.

## LICENSES, EXCHANGE, ETC.

Foreigners and natives enjoy the same privilege in matters relating to trade. There is no discrimination affecting American vessels or merchandise. Commercial travelers do not require licenses. Passports are not required in order to enter or leave the country. The rate of exchange on New York averages 105 per cent. There are no changes in tariff rates or customs rules, port regulations, etc.; nor have there been any improvements during the year in harbor facilities, or extensions of the telegraph and cable services. There are no vessels owned here, except small coasting craft. Postal rates are the same as in the United States. Goods are not required to be marked so as to show country of origin. No manufacturing plant is owned by American capital. There is no quarantine established at this port; vessels are placed in quarantine at the mouth of the river, off the island of Puna.

## IMPORTS AND EXPORTS.

The imports by countries were:

Country.	1900.	1901.	Country.	1900.	1901.
United States.....	\$1,670,619	\$1,981,592	Italy.....	\$180,707	\$225,918
Great Britain.....	1,935,731	1,741,074	Spain.....	175,875	150,245
Germany.....	1,255,140	1,820,971	Chile.....	142,931	129,114
France.....	604,210	971,902	Other countries.....	54,758	95,292
Belgium.....	278,247	413,525			
Peru.....	240,802	386,866	Total U. S. gold.....	6,534,020	7,866,499

Imports from the following countries increased: France, \$367,692; United States, \$260,973; Peru, \$146,064; Belgium, \$140,278; Germany, \$65,831, and Italy, \$45,211. Decreases were shown from Great Britain, \$194,657; Spain, \$25,630; Chile, \$13,825.

Goods arriving here often lose their national identity, as the port of shipment is given but not the country of origin—for instance, goods from Austria, Switzerland, Spain, or Italy are generally shipped at ports in Germany or France.

The principal articles of import were:

Articles.	Value.	Articles.	Value.
Beer.....	\$56,283	Machinery.....	\$109,822
Books, etc.....	95,754	Oils.....	131,852
Candles.....	148,530	Paper.....	112,800
Cotton goods.....	646,767	Provisions.....	967,429
Drugs, etc.....	148,520	Soap.....	95,234
Flour.....	224,045	Spirits, etc.....	118,088
Hardware, etc.....	246,752	Woolen goods.....	267,845
Leather.....	81,015		

The distribution of exports by countries was:

Country.	1900.	1901.	Country.	1900.	1901.
France.....	\$2,673,742	\$3,260,041	Italy.....	\$37,330	\$89,208
United States.....	1,655,444	1,356,167	Cuba.....	57,433	56,693
Germany.....	1,277,367	1,043,429	Peru.....	70,687	54,301
Great Britain.....	1,061,289	991,682	Other countries.....	382,134	144,089
Spain.....	449,806	668,541			
Chile.....	239,193	152,665	Total U. S. gold.....	7,918,821	7,949,377
Holland.....	24,446	134,750			

The following countries show an increase in their purchases of the products of Ecuador: France, \$586,299; Spain, \$213,735; Holland, \$110,304; Italy, \$51,878; and Cuba, \$2,250. Those showing a decrease were: United States, \$297,247; Germany, \$233,938; Chile, \$86,528; Great Britain, \$59,657; Peru, \$16,436.

The exports by articles were:

Articles.	1900.	1901.	Articles.	1900.	1901.
Cacao (cocoa) .....	\$5,312,351	\$5,967,192	Straw hats .....	\$159,887	\$184,846
Ivory nuts .....	779,391	785,165	Gold bars and dust .....	94,399	127,584
Coffee .....	408,147	515,980	Other products .....	449,363	100,540
Rubber .....	580,222	278,171	Total .....	7,918,821	7,949,377
Hides .....	185,062	186,948			

The principal product of the country is cocoa, which article shows an increase of 4,388 metric tons in weight and \$654,841 in value over the figures for 1900. The exports of straw hats (Panama) likewise show an increase of \$24,959 over 1900. Gold dust shows an increase of about \$68,000 and gold bars a decrease of about \$38,000. Coffee shows a marked decrease, due to the fall in prices; and several plantations are being abandoned as unprofitable. Rubber exports in 1901 also decreased considerably compared with the shipments of former years, being \$252,051 less than in 1900. The reasons given for this decrease are low prices and high export duty on gross weight. Sugar has fallen off from \$121,450 in 1900 to less than \$300 last year, due to the heavy export duty of 48.7 cents per 46 kilos (101.41 pounds).

The total of imports through the port of Guayaquil for the first half of this year was 15,418 metric tons, valued at \$2,731,985, while the exports during the same period were 14,970 metric tons, worth \$3,699,360.

The declared value of exports to the United States for the six months ended June 30, 1902, amounted to \$982,912, as against \$644,560 for the six months ended December 31, 1901, an increase of \$338,352.

#### SHIPPING.

During the year 1901, 337 steamers of 496,314 tons entered the port. Of these, 191 were British, 88 German, 55 Chilean, 2 Norwegian, and only 1 American. The last named brought material for the railway company. The number of sailing vessels entering this port during the same period was 50, of which only 2 were under the American flag.

#### RAILWAY.

The Guayaquil and Quito Railway is completed as far as Alausi. The road runs from Duran (across the river from Guayaquil) to Alausi, a distance of about 90 miles. The rise from the sea level at Duran to the summit at Palmira Pass is 10,648 feet. The old line between Duran and Chimbo, 55 miles, has been rebuilt. This road crosses the rivers Chimbo and Chan-Chan above Bucay Junction, which is 54 miles from Duran. There are 59 bridges between Bucay and Alausi, a distance of only 38 miles; also three tunnels, of 163, 256, and 69 feet, respectively.

The section between Duran and Chimbo was in operation before the present company took over the road; the section from Bucay to Hui-

gra—19 miles—was opened to the public on May 2, 1902. Bucay is 975 and Huigra 4,000 feet above the level of the sea. Ten miles more to Pistichi was opened in August. The latter place is 6,160 feet above the level of the sea. Beyond Pistichi, the most difficult work was encountered, and the completion of this part of the road is proof of the ability of American engineering. This section was opened to the public on September 8, 1902. The grade is completed as far as Guamote, 10,000 feet above the level of the sea, and track laying and bridging has reached mile 84. Thence construction is easy, the line running across a beautiful plateau with excellent roads. From Bucay to Palmira, there is a maximum grade of 5½ per cent, which, however, is reached only in cases of absolute necessity. The equipment is in good condition. There are 8 “moguls” and 2 “shay” engines, all new. All cars are fitted with automatic air brakes. Fifty-five pound rails are used. Ties are of native or California redwood. The road gauge is 42 inches. The traffic between Duran, terminus of the railway, and the city of Guayaquil is maintained by ferry.

#### DESTRUCTION OF PART OF THE CITY.

In July last, about 30 blocks of the city were destroyed by fire. This has caused an advance of about 75 per cent in rents, and added greatly to the already high cost of living. Guayaquil is probably the most expensive city to live in on the Pacific coast of America.

TH. NAST, *Consul-General*.

GUAYAQUIL, *October 8, 1902.*

#### GALAPAGOS ISLANDS.

The Government of Ecuador, under date of October 17, 1902, published a decree of Congress reforming the law of August 15, 1885, relating to the archipelago of Colon, “Galapagos Islands,” as follows:

All vessels, national or foreign, that engage in the coasting trade between said islands and the coast of Ecuador shall be exempted from payment of all port or other dues of whatsoever nature.

All machinery, tools, or living animals imported for said islands shall be admitted free of all duties or taxes, national or municipal.

Residents of the archipelago will be allowed the free use of the salt produced in said territory.<sup>a</sup>

This decree will go into force on the 1st January, 1903.

TH. NAST, *Consul-General*.

GUAYAQUIL, *November 17, 1902.*

#### REPORT FROM CONSULAR AGENCY AT ESMERALDAS.

The exports to the United States during the year were:

Cocoa.....	\$24, 727. 30	Rubber .....	\$28, 610. 11
Copal.....	13. 10	Tobacco .....	53. 22
Gold dust.....	3, 405. 81		
Hides.....	4, 237. 10	Total.....	132, 778. 71
Ivory nuts.....	71, 732. 07		

<sup>a</sup> A salt monopoly exists in this Republic.

The cocoa comes mostly from Colombia.

Imports from the United States consist of dry goods, canned goods, lard, flour, hardware, etc.; the merchants that import direct are few; most of the goods are brought from Guayaquil. The direct imports last year were estimated at only \$50,000. This was due to heavy stocks and dull business.

There are several gold mines in this district, but only one of them is working; it is the Playa de Oro Mining Company, an American concern. Up to the present, very little gold has been exported.

The great drawback to business in this place is that there is no cable or telegraph connection.

RENÉ DUMAREST,  
*Acting Consular Agent.*

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#### REPORT FROM CONSULAR AGENCY AT MANTA.

##### IMPORTS.

As shown by the attached list, the imports from the United States at this port amount to \$84,408.97, against \$92,902.53 from other countries. Germany sends more than half of the shipments from European countries. These consist chiefly of rice, beer, cement, soap, candles, etc., but it is to be remarked that Hamburg is the port of shipment for cement produced in England, soap in England and France, rice in India, candles in Holland, etc. The Kosmos Line being the only direct means of communication from Europe to Manta, Germany figures as the exporting country. Earthenware comes exclusively from Germany and France, as well as most breakable goods, which merchants prefer to receive via the Straits of Magellan in order to avoid the rough handling at Panama and also on account of the packing, which is far superior to that of American goods. As to dry goods, American prints, ducks, and stripes have almost completely displaced the English and German articles, though they cost about 50 per cent more at retail. The imports from San Francisco has greatly increased during the last few years, owing to the circumstance that the Kosmos Line has extended its route to that port.

##### EXPORTS.

The export to the United States is increasing every year, in all items except coffee and cocoa. Ox hides shipped at Manta go almost exclusively to New York; also most of the rubber. The export of ivory nuts to the United States has experienced a great increase, owing to the development of the button industry in the Eastern States of the Union.

Unfortunately, there are no direct shipping facilities to New York which would permit the shipment of ivory nuts in bulk, avoiding the expense of the bags, which represents about 15 per cent of the value of the article. The German steamers take ivory nuts in bulk to Hamburg, where they are again shipped in bulk to New York.



## INDUSTRIES.

The only industries in this section are the manufacture of so-called Panama hats and of straw hammocks. Formerly, the whole production of hats went to Central America and the West Indies, but in the last two years a big demand has arisen from the United States, and some large shipments have been made from Cayo, the port of Jipijapa. The finest hats are made at Montecristi, a town about 7 miles from this port, where men, women, and children devote the early hours of the day to this industry. The value of the hats manufactured there ranges from \$1 to \$100 apiece. The straw they use is called "paja toguilla" and grows in the neighborhood of Montecristi and Jipijapa. Hammocks are made only at Pajan, of "paja mocora," that grows there. The export of hammocks to other than South American countries is not worth mentioning.

## STATISTICS.

The attached lists, showing the imports from and exports to the United States and other countries, are convincing proofs of the importance of the American trade with this small port. Compared with those of former years, they manifest satisfactory progress in the business transactions between this consular district and the United States.

P. GONZENBACH,  
*Consular Agent.*

MANTA, *October 1, 1901.*

*Imports in 1901.*

## FROM THE UNITED STATES.

Articles.	Quantity.	Value.	
		Sucres.	United States currency.
	<i>Tons.</i>		
Rice.....	27.846	3,755.00	\$1,828.68
Olive oil.....	307	78.00	37.98
Beer.....	3,924	542.00	263.95
Nails.....	13,278	1,083.76	527.79
Flour.....	286.664	26,551.20	12,930.43
Soap.....	6,419	500.00	243.50
Kerosene.....	116.903	8,919.00	4,343.55
Crockery.....	788	340.00	165.58
Rope.....	9,285	2,962.00	1,442.49
Blacking.....	136	35.00	16.07
Scott's Emulsion.....	1,031	16.00	7.79
Lamps.....	1,187	352.00	171.42
Lard.....	79,506	22,565.00	10,969.15
Sewing machines.....	4,873	4,141.40	2,016.96
Chairs.....	2,148	412.00	200.68
Candles.....	3,750	1,350.00	657.45
Sardines.....	1,780	633.00	303.27
Wines.....	35,802	9,714.00	4,730.72
Twine.....	1,156	1,226.00	597.06
Wire.....	13,710	1,894.00	922.38
Prints.....	16,450	21,523.60	10,484.43
Other kinds.....	158,489	64,728.43	31,522.74
Total.....	729,422	173,324.39	84,408.97

*Imports in 1901—Continued.*

## FROM EUROPE.

Articles.	Quantity.	Value.	
		Sucres.	United States currency.
	<i>Tons.</i>		
Rice .....	289.644	38,218.00	\$18,612.16
Olive oil .....	1.660	696.00	338.95
Beer .....	64.473	15,546.50	7,571.15
Nails .....	15.502	1,906.50	928.47
Galvanized iron .....	22.974	3,615.00	1,760.50
Matches .....	7.109	2,906.00	1,414.74
Soap .....	101.837	21,445.00	10,443.72
Crockery .....	22.2555	5,023.65	2,446.52
Sewing machines .....	1.2186	1,190.00	579.53
Candles .....	12.764	4,890.82	2,381.83
Sardines .....	17.018	5,918.00	2,882.07
Wines .....	13.241	6,673.00	3,249.75
Cement .....	9.300	136.00	66.23
Twine .....	.186	396.00	192.85
Rope .....	.440	240.00	116.88
Sugar .....	.125	40.00	19.48
Prints .....	.647	1,430.00	696.40
Other kinds .....	223.2325	80,495.48	39,201.30
Total .....	803.6265	190,764.96	92,902.53

*Exports in 1901 to other countries.*

## TO THE UNITED STATES.

Articles.	Quantity.	Value.	
		Sucres.	United States currency.
	<i>Tons.</i>		
Hides .....	75.689	50,108.96	\$24,408.06
Rubber .....	8.762	18,363.70	8,943.12
Ivory nuts .....	468.115	28,964.77	14,115.56
Cotton .....	2.506	435.68	212.18
Straw hats .....	.086	904.87	440.67
Cocoa .....	4.287	2,226.14	1,064.13
Lamp samples .....	.002		
Deer skins .....	.012	6.50	3.16
Total .....	559.458	101,080.62	49,201.90
Hides .....	.607	273.56	\$188.22
Rubber .....	8.065	14,583.15	7,077.64
Coffee .....	177.359	51,517.25	25,088.90
Cocoa .....	58.063	23,298.45	11,343.91
Poya toquilla .....	1.128	1,345.45	655.23
Ivory nuts .....	4,340.812	380,268.00	185,190.52
Tobacco .....	.081	40.00	19.48
Deer horns .....	.011	6.00	2.92
Provisions .....	.330	64.00	31.17
Total .....	4,581.437	471,840.86	229,542.99

## FALKLAND ISLANDS.

Consul J. E. Rowen sends from Port Stanley, July 30, 1902, statement of the exports and imports of the islands for the year 1901, as follows:

*Imports at Fort Stanley, Falkland Islands, for the year 1901.<sup>a</sup>*

### FROM GREAT BRITAIN.

	Value.	U.S. equivalent.		Value.	U.S. equivalent.
Coal .....	£4,404	\$21,482	Live stock .....	£220	\$1,071
Wearing apparel .....	3,734	18,172	Unenumerated articles .....	1,454	7,076
Clothing .....	3,326	16,186	Timber, etc. ....	7,173	34,907
Boots and shoes .....	1,997	9,718	Fruit .....	247	1,202
Glass and earthenware .....	861	4,190	Corn and hay, etc. ....	356	1,732
Groceries .....	13,960	68,084	Crown agents' goods .....	1,733	8,434
Furniture .....	1,698	8,239	Parcel post .....	4,112	20,011
Canvas, rope, etc. ....	788	3,835	Spirits .....	3,286	15,991
Drugs .....	452	2,200	Wine .....	389	1,896
Hardware .....	8,680	42,240	Beer .....	2,789	13,573
Aerated waters .....	278	1,358	Tobacco .....	2,303	11,206
Haberdashery .....	3,376	16,429			

### FROM CHILE.

Wearing apparel .....	£40	\$195	Fruit .....	£486	\$2,365
Boots .....	60	292	Corn .....	601	2,925
Groceries .....	1,376	6,696	Wine .....	45	219
Furniture .....	30	146	Tobacco .....	207	1,007
Aerated water .....	7	34	Groceries .....	516	2,511
Live stock .....	266	1,294	Furniture .....	3	39
Timber .....	1,289	6,273			

### FROM URUGUAY.

Fruit .....	£707	\$3,440	Unenumerated articles .....	£188	\$872
Corn .....	1,156	5,526	Wine .....	33	161

### FROM ARGENTINA.

Groceries .....	£39	\$483	Corn .....	£41	\$200
Fruit .....	39	190			

<sup>a</sup> All alcoholic drinks, including wine and beer, are dutiable.

The Consul adds:

Under the headings "Crown agents' goods," "Unenumerated articles," and "Parcel post," the goods are not described. The parcel-post articles consist mainly of dress goods, light clothing, and toilet articles.

Silver and plated wares, jewelry, toys, lingerie, and such goods are also enumerated.

*Exports from the Falkland Islands for the year 1901.*

## TO GREAT BRITAIN.

	Quantity.	Value.	U. S. currency.
Wool.....pounds.....	4, 373, 340	£89, 029	\$433, 260
Sheepskins.....number.....	95, 400	9, 366	45, 580
Live sheep.....do.....	202	200	973
Tallow.....pounds.....	560, 000	4, 666	22, 707
Hides.....number.....	406	350	1, 708
Seal skins.....do.....	900	1, 800	8, 760
Hair and bones.....		100	487
Parcel post.....		927	4, 511
Specie.....		2, 000	9, 738

## TO ARGENTINA.

Miscellaneous goods from the wrecked John B. Kelley.....	£1, 791	\$8, 716
Rice.....	965	4, 696

« Also from a wrecked ship.

## THE GUIANAS.

## BRITISH GUIANA.

The volume and course of the trade of this colony with foreign countries for the financial year ended March 31, 1902, are shown in the following tables of imports and exports, comparing the same with the preceding year:

Countries.	Imports.		Exports.	
	1901.	1902.	1901.	1902.
United Kingdom .....	\$3, 230, 496. 69	\$3, 375, 684. 36	\$4, 555, 240. 57	\$3, 611, 604. 35
United States .....	1, 901, 382. 25	1, 943, 806. 69	4, 365, 505. 11	3, 878, 902. 69
Dutch Guiana .....	4, 587. 72	2, 258. 19	125, 262. 42	105, 370. 60
French Guiana .....	14, 188. 99	5, 274. 61	78, 563. 36	76, 919. 70
Canada .....	\$73, 676. 80	408, 425. 34	181, 977. 36	379, 195. 59
Other British Colonies .....	545, 897. 20	324, 942. 45	96, 864. 17	107, 881. 12
Holland .....	45, 297. 95	96, 082. 89	48, 234. 59	20, 783. 17
France .....	58, 511. 89	18, 956. 89	23, 213. 40	8, 461. 81
Portuguese Possessions .....	29, 140. 10	47, 320. 02	8, 940. 42	8, 626. 34
Germany .....	21, 994. 87	2, 459. 19	10. 00	588. 53
Foreign West Indies .....	3, 859. 06	1, 147. 76	25, 011. 05	30, 168. 73
Venezuela .....	1, 035. 98	268. 04	1, 780. 14	2, 590. 19
Other countries .....	44, 568. 03	8, 468. 84	3, 396. 48	4, 505. 55
Transit trade .....	414, 350. 78	565, 795. 40	414, 350. 78	565, 795. 40
Total.....	6, 668, 987. 31	6, 790, 890. 67	9, 928, 349. 85	8, 801, 393. 77

## IMPORTS.

Importations of beef, bread and crackers, butter, cheese, lard, petroleum and other oils, coal, shooks, and bicycles fell off. We gained in flour and corn meal, boots and shoes, hardware, staves, lumber, tobacco, mules, and textiles.

There came this year from the United States machinery for the manufacture of sugar, for electric, and for other purposes valued at \$76,527.

We exported bicycles to this port in 1900 valued at \$20,194. This year we sent only 88 wheels, valued at \$2,400, which is half the number imported from all sources.

Our trade in fabrics amounted to \$83,679, against \$33,000 the previous year.

#### EXPORTS.

Exports to the United States consisted chiefly of raw sugar—85,000 tons—valued at \$3,841,431, and rough diamonds valued at \$37,473.

The exports to the United Kingdom included 101,709 ounces of raw gold, valued at \$1,783,160, and 12,869 tons of vacuum pan sugar, valued at \$784,344; also rum, molasses, rough diamonds, and miscellaneous tropical products.

Canada received 7,774 tons of raw sugar and some rum.

The shipment of sugar exceeded the exportations of the previous year by 10,000 tons, but the drop in price occurring at the opening of the season resulted in serious losses on the year's crop and involved the entire business community to the extent of depressing general trade. Some business firms have suspended, and local wholesale houses have written off heavy losses.

The following paragraph appeared in a recent local market report:

#### IMPERIAL AID.

The grant given in aid of the distressed sugar colonies by the home Government amounts to £1 an acre on the area in cultivation—stated to be 69,000 acres—or equal to about \$2 per ton sugar yielded, to be dealt out to the proprietors in one-sixth parts between now and the end of June next, while the actual loss on the year's crop is \$3 per ton reaped. The free traders of England have forced the sugar colonies for nearly twenty years to sell their produce for much under cost of production, thereby enriching themselves and getting their sugar cheap. In comparison to the gain by them, estimated at many millions of sterling, and the loss to us, the grant of £69,000 (\$336,000) is a miserable pittance and not sufficient to save the West India colonies from impending ruin, even should the result of the Brussels conference, coming in force only after fifteen months' time, have the effect calculated for the future—that is, bringing the price of sugar near the cost of production and equalizing competition, which effect is at present exceedingly problematical.

#### TRADE WITH THE UNITED STATES IN 1902.

Notwithstanding the prevailing distress, the commercial transactions with the United States for the first six months of the current year were satisfactory. For the first three months, importations of breadstuffs and provisions from New York were moderate. For the succeeding three months they were considered excessive, in spite of the advance in cost of provisions. It is claimed, however, that the consumption of imported food stuffs is lessening on account of the upward tendency of prices.

The exports to New York for the same period were about normal. Activity in that direction has practically ceased until the sugar season opens in October.

Aside from conveying the important information that we are holding our own, the statistics of trade with the colony for the last ten years exhibit a wearisome sameness in volume and variety. Fluctuations in the price of sugar have either quickened or reduced the pulse of the business community, corresponding with the rise or fall in the quotations of that staple, without producing any marked effect in the

aggregate volume of our exports, which, fortunately for us, consist chiefly of indispensable articles of subsistence.

Until such time as the local cultivation of the sugar cane shall cease to be profitable and many estates be abandoned, our trade will not be materially affected.

#### SHOE FACTORY.

The local shoe factory and tannery has been recently moved to more commodious quarters and the capacity of the plant increased by some additional machinery from Boston. It can now turn out 100 pair of shoes per day. Its product is well adapted in price and shape to local requirements, ample concessions being made in the lasting of shoes to the liberal proportions of the pedals of the average purchaser.

All high-grade shoes are imported.

#### DISTILLERIES.

There are 48 rum distilleries operated in connection with the various sugar factories in the colony, and more than 4,000,000 gallons of proof spirits are annually exported. Nearly all of it goes to England and Canada.

#### NEW ROADS.

The government surveyor has recently surveyed a line for a wagon road of 50 miles from the Potaro River to a point above the rapids and falls of the Mazaruni River, with the view of facilitating access to the diamond and gold district. The estimated cost is \$10,000. When completed, the route from this city will be via the Demerara, Essequibo, and Potaro rivers to this road. A short railroad connects the Demerara and Essequibo rivers. The diggings may then be reached in five days, whereas it now takes fourteen via Bartica. I believe a line of automobiles for freight and passengers would pay over this road.

#### PETROLEUM AS FUEL FOR RAILROAD LOCOMOTIVES.

The Demerara Railway Company recently made experiments with petroleum as fuel in making steam for locomotives. Their carriages are constructed for roof passengers, and their experiments demonstrated that the flame from the oil would necessitate the abandonment of the roof by passengers.

There is a field here for this kind of fuel on river and coastwise steamers and railroads, whenever some practical method for its use which does not involve too great an expense can be demonstrated.

#### PATENT LAWS, CUSTOMS DUTIES, ETC.

The government has recently published a draft of contemplated changes in existing patent laws. It is proposed, at the next session of the legislature, to repeal the patent ordinance of 1861 and substitute a new set of regulations. When this is done I shall forward a copy of the law to the Department.

Tariff duties, freight rates, and local credits have undergone no recent changes.

## STEAMSHIP SERVICE TO PARAMARIBO; SHIPPING.

The Quebec Steamship Line from New York to this port, via the West India Islands, has arranged to extend its service to Paramaribo, Dutch Guiana. This ought to operate advantageously to our trade by facilitating communication. It often happens that consignments of cocoa and sugar are sent from that port to this by local vessels, to await an opportunity for shipment to New York.

Two hundred and fifty-nine steamers, averaging 1,193 tons, and 78 sailing vessels, averaging 480 tons, were piloted in and out of this port during the year.

The aggregate steam tonnage was 308,998 tons, and that of sailing vessels 37,476, an increase of 29,341 tons over that of the preceding year.

## FRENCH GUIANA.

Returns from French Guiana are not yet available. It is known that the output of gold in that colony has increased during the year, owing to the discovery of new and rich placers on the Inini River.

GEO. H. MOULTON, *Consul*.

DEMERARA, *August 6, 1902.*

## DUTCH GUIANA.

The imports and exports have been:

Countries.	Imports.		Exports.	
	1900.	1901.	1900.	1901.
United States .....	\$567,698	\$570,622	\$1,209,967	\$1,339,157
Holland .....	1,196,999	1,354,746	779,318	678,198
England .....	270,312	359,224	143,228	92,411
British Guiana .....	198,913	215,188	56,510	15,548
Barbados .....	13,208	13,954		
Other countries .....	219,510	317,398	27,341	26,915
Total .....	2,466,640	2,831,132	2,216,329	2,146,229

## INDUSTRIES.

*Sugar.*—Notwithstanding the very low prices, only one small estate has been abandoned; the others have increased the area of cultivation, hoping to stem the tide of adversity until some relief can be had from the results of the Brussels conference. Fortunately, these estates have strong financial backing. The production was 10,080 tons, against 10,142 tons in 1900. The bulk of this production goes to the United States.

*Cacao.*—The area in cultivation has been increased during the year by 925 acres. Although this gain has been noted each year, the yield is very unsatisfactory. The production for the year was only 30,600 bags, against 38,000 bags in 1895. The greater part of this product is shipped to the United States.

The future of this industry is threatened by the Krulloten disease, which made its appearance a few years ago and has become general in the cacao districts. In fact, the trees are being attacked by all sorts of diseases, never known before.

*Coffee*.—This industry has almost ceased to be of importance. There are some estates still in cultivation, but with the very low prices prevailing few of them care to gather the crop, as the results do not cover the cost.

*Tobacco*.—The experiments have proved so unsatisfactory that the cultivation of this article has been abandoned.

*Balata*.—This industry is still in a healthy condition, the number of concessions having increased. The prices are satisfactory and the future seems bright. Although the season was unfavorable, the production was 237 tons, against 209 tons in 1900. This article is shipped principally to Europe.

*India rubber*.—Attention has been turned to the cultivation of this article. Trees have been planted in several places, and so far have done well. It will be some years, however, before any practical results can be obtained.

*Gold mining*.—The production for the year was very unsatisfactory, being 740 kilos (1,631 pounds), against 876 kilos (1,931 pounds) in 1900.

The American, English, and Dutch capitalists, who have a number of concessions and intended to use hydraulic power and stamp mills, have been very unfortunate. After investing large sums of money in erecting their plants (almost all the mining machinery has come from America), they were unable to work, owing to the drought in the first part of the year, and in the latter months to the heavy rains, which inundated the plants. Notwithstanding these facts, the Americans are putting up more machinery and have good expectations.

The methods used by some promoters in floating companies are such that I deem it my duty to caution the public against investing in unknown enterprises.

Owing to the scarcity of laborers, some were secured from the West India Islands. Those from Curaçao, Aruba, and Montserrat were very unsatisfactory, but those from the English islands were good, and will in time be the mainstay of the gold fields.

Several concessions have been granted for dredging the rivers and creeks for gold. Operations are to commence in 1903.

On the French side, on a branch of the Inini River (a tributary of Marowynne River, which divides this colony from French Guiana), much gold was found. During the latter months of the year, it was estimated that fully 10,000 men were working with good results.

*Railroad*.—Nothing has been done toward building a road to the gold fields. The concession given for this purpose will soon expire. There is some talk that an American syndicate will build the railroad, and that a representative is now in Holland endeavoring to get the concession. This means of conveyance is needed to fully develop the interior of the colony.

#### IMMIGRATION.

During the year no immigrants came from India, but from Java 1,325 arrived. The recruiting of immigrants in India has again commenced.

#### PUBLIC WORKS.

A water tower has been erected and pipes laid through the town for the purpose of supplying water in case of fire, and also as a sanitary measure. The water is taken from the river.



The expenditures last year exceeded the revenues of the colony by \$106,655.

ARTHUR DEYO, *Consular Agent.*

PARAMARIBO, *July 17, 1902.*

# **TRADE RELATIONS OF THE UNITED STATES WITH BRITISH, DUTCH, AND FRENCH GUIANA.**

The principal causes operating against the development of closer trade relations with British Guiana are :

1. Nearly all the sugar estates and the principal mercantile concerns are owned by absentee proprietors residing in Great Britain. They are managed and conducted by their agents or attorneys residing temporarily in the colony, who export the product of the estates and import the things required in their own business and by the citizens of the country.

2. These absentee proprietors are themselves engaged or interested in the manufacture of nearly everything needed in this market, and the local mercantile houses are usually branches of the principal concerns established in the mother country.

3. Open accounts and long credits are granted to retail shopkeepers. The measures which it is advisable to use in combatting the superior advantages enjoyed by the English market are :

1. To become thoroughly familiar with local requirements through the personal efforts of capable trade representatives, and conform strictly to them.

2. To adopt an elastic but safe and accommodating business system and undersell competitors.

3. To encourage the establishment of a steamship line under the American flag, with an active and enterprising American citizen as local agent for the same.

Our strength at present lies in offering the best market for the raw sugar produced in the colony, and in our ability to supply all the breadstuffs and provisions required in this country, which is dependent on foreign importations.

We are much nearer this market than any European country, which is also greatly to our advantage. Freight rates from New York are 33 to 50 per cent less than from Liverpool or London.

Our weakness consists in the failure to push our advantages with sufficient spirit, and to adapt our manufactured products to local conditions, which require cheap goods mostly.

The statements herein made also apply largely to Dutch Guiana, where the commercial policy is mainly dictated by residents in the mother country. The fact that our trade there is improving indicates that pecuniary considerations in commerce will always outweigh sentimental ones.

Our relations with French Guiana consist solely in supplying the colony with breadstuffs and provisions, and a few miscellaneous manufactured articles. It need not be seriously considered, except as a very limited market for foodstuffs.

There are at present no enterprises contemplated in this consular district inviting the attention of citizens of the United States.

GEO. H. MOULTON, *Consul.*

DEMERARA, *September 9, 1902.*

**MINING REGULATIONS IN BRITISH GUIANA.**

Consul Moulton sends from Demerara, November 3, 1902, copy of the "Precious stones regulations" of that colony, which read:

**REGULATIONS WITH RESPECT TO SEARCHING AND MINING FOR AND DEALING WITH,  
PRECIOUS STONES.**

1. These regulations may be cited as the "Precious stones regulations, 1902."
2. The mining (precious stones) regulations, 1891, except in so far as they purport to revoke previous regulations, the regulations to amend the mining (precious stones) regulations, 1891 (passed on 11th May, 1892), and the mining (precious stones) regulations, 1896, are hereby revoked.
3. In these regulations, unless a contrary intention appears, "Mining regulations" include any regulations for the time being in force relating to the mining for gold and silver, made under "the mining ordinance, 1887," "the mining ordinance, 1887, amendment ordinance, 1901," or any ordinance amending the same. "Government officer" means any person appointed by the governor for the purposes of the mining ordinance, 1887, or any ordinance amending the same or of the mining regulations, and "precious stones claim license" means a license issued under section 6 of the mining ordinance, 1887.
4. (1) Any person who desires to mark off any portion of the Crown lands in the colony not previously lawfully occupied, for the purpose of obtaining a precious stones claim license therefor as provided for in these regulations, shall make application in writing in the form No. 1, in the schedule to these regulations, to the commissioner of lands and mines, or any warden or government officer, for a license to do so.
- (2) The license shall continue in force for twelve months from the date of issue, and a fee of 24 cents shall be payable in advance for the same.
- (3) The commissioner may either grant or refuse the license, as he may think fit, but if he refuses he shall give the applicant, on his applying for it, a statement in writing of the fact and of the ground for refusal, and the applicant may appeal to the governor, whose decision shall be final.
5. Except as provided for in regulation 15, all boundaries of lands intended for occupation under the provisions of these regulations shall be marked out in the following manner: (1) Every person marking off land shall, in the presence of two witnesses, distinctly mark out on the ground the limits desired so that the boundaries may be readily traced. (2) The boundaries of the land shall be marked out as follows: (a) By a tree or by a corner post or beacon not less than 3 inches square and not less than 5 feet out of the ground, at each corner of the land and by lines distinctly defined from corner to corner by a path not less than 4 feet wide, and (b) on each tree, corner post, or beacon there shall be securely fastened a board, tin plate, or other object on which shall be plainly and permanently marked: (a) The name of the person for whom the land is marked off; (b) the date when marked off; (c) the date of the license to mark off; (d) as soon as possible after the issue of the grant to explore, the date of such grant. (3) No paper or other material attached to a board, plate, or other object which may be liable to be washed off by the rain shall be deemed a proper marking.
6. Every person who marks off Crown lands for the purpose of obtaining a precious stones claim license in respect of the same shall, within a reasonable time after such marking off and in any case not more than three months thereafter, file or cause to be filed at the office of the warden or government officer of the district in which the land has been marked off a notice, in duplicate, in the form No. 2 in the first schedule to these regulations, stating the name of the person for whom the location is made, the names and addresses of the witnesses in whose presence the location was made, the date of location, the quantity of land required, and a description of such land marked off with such certainty as will enable the warden or government officer to identify it (and the same shall be signed by the person who actually marked off the land), together with a petition addressed to the governor in the form No. 3 in the said schedule, and if such notices and petition are not filed as required, the marking off shall ipso facto become null and void, and the land so marked off shall be open to be marked off by anyone.
7. Any person may apply to the governor through the commissioner of mines to receive a precious stones claim license, provided that the area to be covered by the license shall be demarcated by applicant in the shape of a rectangle not less than 1,600 feet by 800 feet. The fee for this license shall be the same as that prescribed by regulation 8.
8. There shall be payable in advance on every grant of the exclusive right of

working for precious stones, a fee of 20 cents per acre for the whole area granted for every financial year or part of a year for which the grant is in force, and every grant shall remain in force only so long as the payment of such fee is not in arrears.

9. Every holder of a claim license under the mining regulations who has already received a license under regulation 3 of the mining (precious stones) regulations, 1896, to search for and when found to take and appropriate precious stones within his claim license, or who shall hereafter receive a similar license, shall for every future financial year, or part of such year, during which his license shall be in force, pay in advance to the government, instead of the fee prescribed by the aforesaid regulations, the sum of 20 cents per acre.

10. Every application for a license under regulation 7 shall be advertised by the commissioner of lands and mines in the Official Gazette for three consecutive Saturdays in order to allow of any opposition to the granting of same being made.

11. Every person holding a license to search for and mine and when found to appropriate precious stones issued under these or any other regulations, shall be bound immediately after he has commenced to work the land for the purpose of extracting precious stones, or if he has so commenced to work such land before the coming into force of these regulations, then immediately on their coming into force, to notify in writing the warden or government officer stationed in the district in which the land mentioned in the license is situate, the quantity of land he intends to work, and whether the work commenced is in the nature of alluvial working or mining.

12. If the work commenced is in the nature of mining, such holder shall keep a book in the form No. 4 in the schedule to these regulations, and record therein at least once a week the number of cubic yards of material removed from the land during the progress of the work; and shall in addition to all other fees and payments pay a sum of 4 cents for each cubic yard of such earth, whether the earth contains precious stones or not.

13. The holder of such claim worked as a mine shall, within three months after the date of the notice mentioned in regulation 11, give security to the satisfaction of the receiver-general for payment of the sum of money mentioned in regulation 12, and the holder or his agent having knowledge of the fact shall, at least once every six months after the date the security is given, make a statutory declaration as to the quantity of material so removed, and the holder shall pay the amount found due in respect thereof, after the warden or government officer has ascertained and certified it. In case of dispute, the quantity so certified is to be taken as correct.

14. If the warden or government officer is satisfied that the working is in the nature of alluvial working and the quantity of land mentioned in the notice is correct, he shall give said holder a certificate to that effect, and within three months thereafter the said holder shall, in addition to all other fees and payments, pay the sum of \$100 for each acre or part of an acre mentioned in such certificate.

15. When an alluvial working is declared, the area shall be paled off by the claimant. In mining claims, the area shall be fixed by posts on the boundary of the claim so that each acre of alluvial working shall cover the entire breadth of the mining claim.

16. Every person occupying land under these or any other precious stones regulations, shall keep a book in which he shall enter at the close of each day on which precious stones are found the weight, description, if known, and number of precious stones found therein or thereon.

17. (1) When precious stones are found by any person who has not obtained due permission from the government to mine or work for them, e. g., by the holder of a mining claim in pursuit of gold, or by an explorer under a grant made under section 4 of the mining ordinance, 1887, amended ordinance, 1901, or by the owner of private lands in the course of excavations for building, one-tenth in kind or value of all precious stones so discovered shall be paid to the government.

(2) Any precious stones found under this regulation shall be forthwith sent or brought by the finder to Georgetown, and shall be lodged at the department of lands and mines within twenty-four hours after their arrival in Georgetown, days on which the office is closed excepted, and thereupon an officer of the department shall certify the amount of royalty payable, and such royalty shall thereupon be paid to the receiver-general.

18. It is optional for the governor to refuse any licenses under these regulations.

19. Any government officer may require any person exploring or prospecting or searching the ground to produce his grant, license, or authority so to do, and it shall not be necessary for such officer to prove that such person was searching for precious stones.

20. Any person exploring, or prospecting, or searching the ground (except in the case of private lands) without grant, license, or authority from the government, or refusing or neglecting to produce his grant, license, or authority when required by any government officer, shall be guilty of a breach of these regulations.

21. It shall be no defense to a prosecution for any breach of the mining regulations that the person contravening the same was not mining or working to obtain gold, but only to obtain precious stones.

22. A person authorized by government to explore for, work for, mine for, search for, take, or appropriate precious stones may employ such number of laborers to assist him as he may require. Every laborer so employed shall be registered in the same manner as laborers employed under the mining regulations. No laborer shall be deemed to be employed by a person authorized as aforesaid unless he is actually working under the supervision and control of that person or some other person duly delegated by him in the locality where the exploration, work, mining, search, taking, and appropriation is for the time being carried on.

23. The occupation of all land under these regulations shall be for the purpose of extracting precious stones only, and it shall not interfere with rights of way or of portage, if any, or those of persons duly authorized by government to cut timber, extract balata juice, or prospect or mine for precious metals or the like.

24. Any precious stones dealt with otherwise than in compliance with these regulations may be detained by the commissioner of lands and mines or any warden or government officer and declared forfeited by the governor.

25. Every person who (1) refuses or neglects to comply with any duty imposed on him by or under these regulations; or (2) performs any act contrary to these regulations, or not in accordance with their provisions; or (3) refuses or neglects to comply with any lawful order or direction given him by a government officer; or (4) obstructs any Government officer in the execution of his duty; or (5) gives incorrect information in relation to any matter within his knowledge; or (6) in any other manner whatsoever contravenes these regulations, shall be deemed to have committed a breach of these regulations and shall be liable to a penalty not exceeding \$100.

26. Every holder of a license to prospect, search, or mine for precious stones who persistently refuses or neglects to carry out any of these regulations applicable to his case shall, in addition to any penalty to which he may be liable, forfeit all his interest in all or any of the licenses held by him, if the governor so directs.

27. Regulation No. 26, the regulations under part 2, the regulations under part 3 relating to water, timbers, and trail rights, and the regulations under parts 4, 6, 8, and 9 of the mining regulations 1899, as amended by the mining regulations 1901, shall, in so far as they are applicable to the searching and mining for precious stones and to precious stones claim licenses, be observed and complied with in the same manner as if they were mutatis mutandis embodied in these regulations.

28. These regulations shall come into force on the 1st day of August, 1902.

Made by the governor and court of policy under the provisions of the mining ordinance 1887 on the 25th day of June, 1902.

By command:

J. DRYSDALE, *Acting Clerk of Court.*

FORM No. 1. REG. 4.

*Application for license to mark off Crown land—British Guiana.*

[The precious-stones regulations, 1902.]

To the commissioner of lands and mines [or to the warden or (if no warden) government officer] No. — district.

I, or we, hereby make application for a license to mark off Crown land within the colony not previously lawfully occupied.

Name, style, or firm (if any):

Address:

\_\_\_\_\_,  
\_\_\_\_\_

\_\_\_\_\_,  
\_\_\_\_\_

Registered address in Georgetown, \_\_\_\_\_.

(Signed) \_\_\_\_\_.

\_\_\_\_\_,  
\_\_\_\_\_

Dated this — day of —, 190—.

## FORM No. 2. REG. 6.

*Notice of location of claim—British Guiana.*

[The mining (precious stones) regulations, 1902.]

To the commissioner of lands and mines:

On behalf of \_\_\_\_\_ I did, on the \_\_\_\_\_ day of \_\_\_\_\_, 190—, in the presence of \_\_\_\_\_ and of \_\_\_\_\_, locate a claim in No. \_\_\_\_\_ district, under license No. \_\_\_\_\_.

The situation and description of the claim located are as follows:

## DESCRIPTION.

Name of creek, \_\_\_\_\_.

Name of river of which creek is tributary, \_\_\_\_\_.

Length, \_\_\_\_\_ feet; width, \_\_\_\_\_ feet.

Distance to river or creek landing, \_\_\_\_\_.

Name of some other claim holder on same creek, \_\_\_\_\_.

Nearest claim holder, \_\_\_\_\_.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 19—.

(Signed) \_\_\_\_\_.

## FORM No. 3. REG. 6.

*Application for precious-stones claim license—British Guiana.*

[The mining (precious stones) regulations, 1902.]

To his excellency the governor of British Guiana:

I [We] hereby make application for a precious stones claim license located in district No. \_\_\_\_\_ under prospecting license No. \_\_\_\_\_.

The situation and description of the claim are contained in the notice of location attached hereto.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 19—.

(Signed) \_\_\_\_\_,

*Holder of license [or authorized agent of holder of license].*

## FORM No. 4. REG. 12.

*Record of material removed.*

Name of licensee, \_\_\_\_\_.

No. of license, \_\_\_\_\_.

Number of cubic yards of material removed, \_\_\_\_\_.

Date: From \_\_\_\_\_ to \_\_\_\_\_.

## PARAGUAY.

Paraguay has passed through several very critical periods in its history—for instance, in the war with the Triple Alliance in 1870, over two-thirds of its inhabitants perished miserably. From this blow the country has never completely recovered, although its progress, considering the terrible conditions prevailing only thirty years ago, has been remarkable.

## COMMERCIAL CONDITIONS.

Gold has never been so high here as during the last eight months, twelve Paraguayan pesos being worth only one gold dollar—1 peso equal to 8 cents. Nevertheless, the commerce of the country has sustained admirably its reputation for solidity and honor. Scarcely anything was imported during this period, and when the figures for 1902 are made public, they will show perhaps the greatest decrease in

imports ever recorded. It was only by importing as little as possible and exporting as much as they could that local mercantile houses were enabled to weather this crisis successfully.

The chamber of commerce, in its report for the present year, sums up the situation as follows:

We consider that the difficulties from which this place has suffered arise principally from the excess of importation and the heavy expenditures of the nation, which, in our judgment, do not sustain the proper relation with the economic capacity of the country.

Many opinions in regard to the high rate of gold are advanced by the general public. Some hold that it is due to a desire on part of holders of gold to speculate; others say that exporters, having gold accounts abroad from produce exported, are demanding exorbitant rates. Still a third opinion is that the banks are responsible, inasmuch as they have all the gold of the country hoarded in their vaults.

To counteract this remarkable rise in the price of gold, the Government recommended to Congress the advisability of increasing duties on exports at a ratio equal to the increase in the rate of exchange, and to emit ten millions or more of paper currency guaranteed by an additional export tax; also to take charge of one or two of the chief exports of the country and give debtors in foreign countries drafts at reasonable rates. These recommendations were made toward the end of Congress, but were withdrawn shortly afterwards. The opinion prevails, however, that at the next session of Congress some measure such as this will be adopted, by which the price of gold can be kept down.

The monetary unit of gold value is the Argentine gold coin, which is rated at 0.965 in comparison with the gold dollar of the United States. From this rate, there is usually deducted from 0.015 to 0.02 for Paraguay, making the rate of exchange between the United States and this country about 5 per cent. This rate is due to the small quantity of exports that go to the United States.

#### PACKING.

It is necessary that careful attention be paid to packing, especially of cotton goods, which are the largest import into this country. The bolts should be packed in as thin paper as is consistent with safety, for the reason that duties are assessed at so much per kilogram, packing included. Other goods should be strongly and carefully packed, not only to avoid breakage, but also to present a neat appearance—an item of no small consequence. For instance, Belgium sends here fence wire packed in strong, neat rolls, which so favorably impress prospective purchasers that they frequently disregard wire imported from other countries, although the latter may perhaps be superior in quality.

#### TRANSPORTATION.

This is a difficulty that the United States must overcome before it can hope to do business with this country successfully. According to prominent merchants and importers of Paraguay, the United States, because of its high freight rates, can not hope to compete with Europe. This handicap should be carefully studied and overcome. Either freight rates from New York to Buenos Ayres should be lowered, or else the prices for American goods should be reduced to counteract

this difference in freight rates. Transportation from Buenos Ayres to Asuncion is a good deal more expensive than that from New York to the former city, and freight shipped from Asuncion to Buenos Ayres costs more than twice as much as freight from Buenos Ayres to New York, although the distance between the two South American cities is only about a fourth or a fifth that from New York to Buenos Ayres. Steamship lines from New York should give cheap through freight rates to Asuncion, by making arrangements with local river steamers, so that goods could be shipped only on freight boats, and not on the fine passenger steamers, whose charges are much higher.

#### BANKING.

Banking is done chiefly through European channels, there being no direct relations with the United States.

#### HARBOR IMPROVEMENTS.

A great deal of activity has been displayed in harbor improvements at Asuncion. The construction of a new dock has already been begun, and there is strong probability of a canal being dug from the bay to the river. The dredging of the harbor is also being considered. It is the hope of Paraguay that at no distant day she will be able, in conjunction with other republics on the River Plata, to interest capital in the dredging of the narrow pass at Angostura, on the River Paraguay. At the present time, during low water, it is necessary to transship merchandise at this point.

#### TELEGRAPHY.

There is now under construction a new telegraph line from Asuncion to the northern confines of the Republic. The materials were purchased in the United States. After this line is built, the Government will undertake the construction of two other lines connecting, respectively, the eastern and the southeastern parts of the country with the capital. The foreign cable service with Paraguay is very good.

#### RAILWAY SERVICE.

There is only one railway in Paraguay. It is called the Paraguayan Central Railway. From January 1, 1900, to January 1, 1901, it carried 46,357 first-class passengers, 15,215 second-class, and 563,169 third-class; in all, 624,741 passengers. The rolling stock is composed of 12 engines, 36 coaches, and 134 freight cars. There is considerable complaint because of the inability of the railway to move the freight offered. For instance, many hundreds of logs have been for some time lying at stations awaiting carriage. There is a favorable sentiment as to the use of American freight cars.

#### MOVEMENT OF VESSELS.

The steamboats and other craft entering and departing from Asuncion during the year 1901 numbered 2,157, with a total tonnage of 900,000 tons. In these figures are not included 96 small boats belong-

ing to private parties. The boats coming from the interior to Asuncion numbered 674; those that departed from Asuncion for the interior, 576; those that entered Asuncion Harbor from other countries, 463; those that departed for other countries, 438. In this total of 2,157 are included barges, tugs, and other small craft. There are only two lines that ply regularly between Asuncion and Buenos Ayres. The actual time of communication with the United States is five or six weeks.

#### COMMERCIAL TRAVELERS.

There is a tax on commercial travelers of 500 pesos (\$40), payable every six months. It is necessary that United States commercial travelers should come here with full lines of samples, and that their prices should be as low as those for European goods. People prefer to see the goods themselves; catalogues are of little use.

#### POSTAL RATES.

Postal rates for letters for Europe or the United States are 40 cents per ordinary letter (4 or 5 cents gold, according to the rate of exchange), and for postal cards about 1 cent gold. Registered letters without a return receipt cost 5 cents more than an ordinary letter; with return receipt, they cost about 7 cents more. For samples, as high as 250 grams (8½ ounces) are allowed. Books, newspapers, catalogues, etc., can be sent through the domestic mail to any part of the Republic without postage. Letters coming without full postage paid are charged double the amount lacking.

#### EXPORTATION.

The articles which contributed most to the exportation during the year 1901 were:

Articles.	Value.	U. S. equivalent (gold).
	<i>Pesos.</i>	
Dried hides .....	2,345,915	\$187,673
Salted hides .....	3,696,898	296,751
Yerba mate .....	6,192,723	496,416
Tobacco .....	1,560,776	124,062
Wood .....	2,111,683	168,934
Fruits .....	1,902,980	152,238
Extract of quebracho .....	582,927	42,634

The principal export, as will be noted, is hides, which have been shipped mainly to Bremen, Germany. Exportation in this line is increasing every month, more particularly in the salted hides, which give more satisfaction than the hides dried in the sun. The articles most in demand in Europe are those which come from Trinidad, near Asuncion. They cost 12 or 15 per cent more than those from other parts of the country, but they are better cured and contain no punctures. Some of the merchants are now trying the exportation of salted hides to the United States, to see if better prices can not be obtained than were received for the dried ones which were sent as an experiment last year.



*Principal articles exported during the eight months ended September 1, 1901 and 1902.*

Articles.	1901.	1902.
Dried hides.....pieces..	46,895	60,978
Salted hides.....do.....	79,102	104,978
Animal hair.....metric tons..	39	57
Horns.....do.....	70	70
Wool.....do.....	17	25
Cocobran (a nut).....do.....	29	10
Palm nuts.....do.....	10	311
Palm-nut oil.....do.....	4	2
Extract of quebracho.....do.....	459	1,018
Essence petit grain.....do.....	15	16
Quebracho logs.....do.....	5,049	425
Logs, hard wood.....pieces..	16,104	11,056
Peats.....do.....	12,285	15,971
Tobacco.....metric tons..	1,487	1,702
Ground yerba.....do.....	253	155
Pulverized yerba.....do.....	4,232	4,745
Curupay bark.....do.....	152	588
Oranges.....number..	8,860,630	4,553,100
Palms.....pieces..	33,371	6,398

The tobacco of Paraguay is being improved every year, now that more attention is given to its cultivation. It promises soon to be one of the most important exports. Germany seems to be the chief market for Paraguayan tobacco. Last year, 25,209 bales were shipped, weighing 2,229 metric tons, and reaching an average value of \$1,550,776 (\$124,062).

Cotton, although it grows exceedingly well here, giving two crops a year, is nevertheless but little cultivated. The principal reason given in explanation of this fact is that the high freight rate kills profits. The president of the agricultural bank, a Government institution, is taking a great deal of interest in this matter, and has asked for information as to machinery, etc., with a view to developing the industry.

Tartago, or castor oil, is another product that would yield a large income to the country if the freight were not so high. The little that is raised is largely used in the manufacture of oil for home consumption. Perhaps the industry could be rendered profitable despite the freight, if the crude oil made here were exported to be refined. This plant grows most luxuriantly in Paraguay.

Peanuts give excellent results. They can be sown twice a year on the same land, a hectare (2.47 acres) containing 30,000 plants, which yield at least 6,400 pounds. This product, however, is not exported, owing to the expensive freight. There is one kind of peanut, with a dark red skin, which is remarkable for its quantity of oil as well as savory taste. It is about twice the size of the ordinary peanut.

Oranges in Paraguay are excellent and are exported on a very large scale, but the method of shipping is very crude. They are collected in piles of thousands, and many are crushed. Last year, the exportation of oranges amounted in value to \$1,902,980 (\$152,238).

Hides will always play the most important part in Paraguayan exports. For the consumption of the city of Asuncion alone last year 33,245 animals were slaughtered, aggregating in value 3,677,295 Paraguayan pesos (\$294,183). Almost all of the hides were exported, although some were consumed here, as all the shoes worn in Paraguay are of home manufacture, on account of the exorbitant import duties.

## INDUSTRIES AND IMPROVEMENTS.

According to recent statistics, there are 2,298 commercial houses in the Republic, with a capital of 66,673,543 pesos (\$5,333,883), and 1,094 industrial establishments with a capital of 133,448,066 pesos (\$10,835,845).

The city of Asuncion is displaying great activity in street improvements; within the last few months, eight avenues have been laid out and improved. In the absence of waterworks, artesian wells are drilled in different parts of the city, and all persons have free access to good water. Electric-light and tram services would be welcomed by the municipality.

## PUBLIC HEALTH.

There has been much activity in Asuncion in measures respecting the public health. A bacteriological institute has been established, with a building costing 32,000 pesos (\$2,600), well equipped with all necessary instruments, and a good bacteriologist brought from Paris. The total cost has been about \$17,000 gold.

Vigorous efforts have been devoted to vaccination; there were 36,989 plates of vaccine virus distributed last year, and about 75,174 persons were vaccinated. Smallpox in epidemic form is scarcely known here.

## MEASURES.

The metric system has been in use throughout the Republic since January 1, 1901.

## AGRICULTURAL BANK.

This is a public institution supported by the Government. In 1901, its capital of 2,781,827 pesos (\$262,546) was invested as follows:

In—	Value.	U. S. equivalent (gold).
	<i>Pesos.</i>	
Tobacco cultivation and drying establishments.....	800,000	\$64,000
Agricultural school.....	334,000	66,720
Effects, furniture, and agricultural implements.....	200,000	16,000
Debtors.....	1,447,827	115,826
<b>Total.....</b>	<b>2,781,827</b>	<b>262,546</b>

The organization of a number of financial and industrial companies is in progress. The Edificadora, a kind of building loan association; the Exportadora, a company of exporters, and the Caja de Credito Comercial are those of recent establishment. The capital of some of the principal companies is as follows:

La Industrial Paraguaya (a tea company).....	\$400,000
Banco Mercantil.....	400,000
Matte Larangeira (a tea company).....	240,000
Banco Territorial.....	160,000
Sociedad de Seguros Economicos.....	160,000
La Rural Belga Sud Americana.....	218,000
Exportadora del Paraguay.....	400,000
Caja de Credito Comercial.....	40,000
Anglo Paraguayan Land Company, Limited.....	584,000
Compania Telefonica.....	9,000
Tramways Villa Kraus.....	2,400

JOHN N. RUFFIN, *Consul.*

ASUNCION, September 11, 1902.

## PERU.

The Republic of Peru is situated on the western coast of South America, between parallels  $1^{\circ} 29'$  and  $19^{\circ} 3'$  south, and meridians  $64^{\circ} 15'$  and  $82^{\circ} 40' 54''$  west of Paris. It is bounded on the north by Ecuador; on the northeast by Colombia; on the east by the United States of Brazil; on the southeast by Bolivia; on the south by Chile; on the west by the Pacific Ocean. Its area is 697,630 square miles, comprising three well-defined regions—the coast, the mountains, and the inland forests. Owing to the vast extent of the country and its varied climatical and geological conditions, it is possible to raise all products of the cold, temperate, and torrid zones. The present population of Peru is estimated at 3,000,000, based upon the last census, taken in 1876, which gave a total of 2,669,945 inhabitants. While the richness of its mineral deposits can not be overestimated—gold, silver, and copper being found in almost every part of the Republic—the vast wealth of Peru lies in its agricultural and inland forest regions, as yet undeveloped and practically unexplored. The natural conditions, the laws of the Republic, the policy of the Government, and the friendliness of the people are all favorable to development; but for want of capital, the untold riches of interior Peru remain in their virgin state.

## AGRICULTURE.

With a view to populating its great territory and to developing its vast natural resources, Peru has adopted laws extremely favorable to immigration, and foreigners and natives enjoy the same civil rights. Immediate possession and ownership of land in agricultural regions may be acquired upon the payment of 5 soles (\$2.43) for each hectare (2.471 acres), and if desired this amount may be paid in five equal annual installments.

One of the richest agricultural regions of Peru is that known as the "Via Central" or "Pichis Zone," comprising the fertile valleys of the rivers Pichis, Pachitea, and Ucayali, hundreds of miles in extent, the soil of which is admirably adapted to the growing of cacao, coffee, sugar, coca, and many other valuable articles of commerce. The "Via Central" may be said to commence at Callao. From Callao to Oroya, a distance of 142 miles, the journey is by rail, the line following the valley of the river Rimac. This is probably the most wonderful railroad in the world. It crosses the Andes Mountains at an altitude of 15,665 feet, in the tunnel of Galera, only 85 miles from sea level. From the summit of the mountains, the railroad descends to Oroya; altitude, 12,177 feet. The Rimac Valley is mostly devoted to the raising of sugar cane. Proceeding from Oroya, through Tarma (a city of some 10,000 inhabitants), it reaches the rich valley of Chanchamayo. Here are many large coffee, cacao, and sugar plantations, with works for preparing the products for market. This district is said to be one of the most promising for colonization in the Republic. The town of La Merced is situated in the valley of Chanchamayo and is the commercial center of that region. From La Merced, the route lies through San Luis de Shuaro, where begins the Pichis road, extending to Puerto Bermudez, some 137 miles distant, at the confluence of the rivers Pichis and Chivis. Mules are the means of transportation

from Oroya to Puerto Bermudez. From here, the route is continued to Iquitos, the eastern export city of Peru, a distance of 1,000 miles, which is reached in six days by small steamers. The city of Iquitos is situated on the banks of the Amazon River and is the capital of the province of Loreto. Ocean-going steamers ply between Iquitos and the United States and Europe. It will therefore be seen that the products of that territory of Peru which is situated east of the mountains are sent to Iquitos for export, owing to the fact that they can be transported from the place of production to the foreign port of destination entirely by water, at a very low cost. The Government has voted \$45,000 United States gold annually, to be expended in encouraging colonization and development of this region.

There was opened at Lima, the capital, on July 22, 1902, a national school of agriculture, under the direction of the department of the interior. The object of this school is to stimulate the development of Peru's rich agricultural regions, and with that end in view the students will be given a thorough training in agriculture, theoretical and practical, veterinary surgery, laboratory work, surveying, etc.

To further the work of this school and to encourage an improvement in the quality of the cattle, horses, etc., the President of the Republic has issued an executive order that there shall be held in January, 1903, and yearly thereafter, a national agricultural and livestock exhibit, the grounds and buildings of the school of agriculture to be used for that purpose. Suitable prizes have been named for exhibits in the following six classes, viz:

1. Cattle: Subdivided into cattle of pure breed and cattle of crossed breeds.
2. Horses: Subdivided into crossed breeds and the native horse.
3. Hogs: One class.
4. Sheep: One class.
5. Goats: One class.
6. Dairy products—exhibits of cheese, butter, etc., made in the country.

#### RUBBER.

The department of Loreto, which occupies the northeastern part of the Republic and comprises nearly one-half its total area, possesses the most extensive and valuable forests of rubber trees in Peru. Rubber in abundance may be found in the valleys of the rivers Inambari and Tambopata; also in the districts of Rosario Grande, Villamayo, Vacamayo, Azata, and others. In the departments of Cuzco and Puno, situated south of the department of Loreto, rubber trees are also to be found in great quantity. Rubber of the finest quality has been discovered on the banks of the Mazaratequi River, a tributary of the river Pichis, and along the rivers Palcazu and Mayro, in the department of Junin. The rubber tracts in the department of Huanuco, situated immediately north of Junin, also yield a superior product.

Great interest is now being taken in the rubber industry, and, owing to the success of those at work in the rubber regions, there have been of late numerous petitions presented to the Government for the granting of land in the departments above mentioned, and I am told that all have been favorably acted upon. In order that its rubber districts may be more rapidly developed, the Government offers the choice of two forms of contract, available to Peruvians and foreigners alike, under which lands containing rubber trees may be secured, viz:

1. Granting of land containing rubber trees for a period of ten years.
2. Letting of plats of land containing 150 trees each.

In the first form of contract, the Government grants a determined number of hectares for a period of ten years, the cutting down or destroying of the trees being prohibited, the concessionary to pay the Government 2 soles (less than \$1) for each 46 kilograms (101 lbs.) of rubber extracted, in addition to the charges at the custom-house through which the goods are exported.

In the second form of contract, the Government lets one or more plats of land containing 150 rubber trees each at the rate of 20 cents silver per annum for each plat, plus an equal amount for each hectare of land occupied by the plats. For example: If ten plats occupying 20 hectares (49 acres) are contracted for, the total annual charge will be 6 soles (\$2.92).

As prompt development is the main object of the liberal conditions offered for acquiring rubber lands, to insure good faith upon the part of the applicant a cash bond of 1 sol silver per hectare (\$0.49 per 2.471 acres) must be given.

The following table gives the value of rubber exported through the custom-house at Iquitos during the year 1899, viz:

Country.	Caoutchouc.	Rubber.	Total.
United States.....	\$3,726.25	\$13,762.00	\$17,488.25
Brazil.....	33,602.50	99,674.75	133,277.25
France.....	177,461.25	76,055.25	253,516.50
England.....	169,748.50	86,794.75	256,543.25
Other countries.....	390,378.75	293,093.50	683,472.25
Total.....	774,917.25	569,380.25	1,344,297.50

The above is the latest data obtainable and is official. The exports during the years 1900 and 1901 no doubt showed a large increase to the United States, due to activity in the rubber industry and better transportation facilities between Iquitos and New York.

#### COFFEE.

The soil and climate of various parts of Peru are well suited to the raising of coffee. This industry is not conducted on a scale in keeping with area adapted to its production, owing to the high cost of transportation to port of exportation. The product is of a very superior quality, especially that grown in the Carabaya and Guadalupe districts.

With the exception of what is required for use in the country, nearly all of the coffee crop is sent to England, France, and Germany, small portions being shipped to the neighboring Republics of Ecuador, Bolivia, and Chile. During the year 1901, the value of the coffee exported was \$201,086.55 gold, and of this amount shipments to the value of only \$500 were sent to the United States. The reasons for the large exports to Europe were, I am informed, the higher prices obtained there and the more favorable transportation conditions.

With proper transportation facilities, at reasonable rates, the production of coffee would no doubt become one of the most valuable industries of the Republic.

## SUGAR.

The territory west of the mountains is specially adapted to the raising of sugar cane, and this industry has received great attention. There are numerous large estates, equipped with the most modern sugar machinery and having every facility for a large production at a minimum cost, but in recent years, the prices offered in foreign markets have greatly decreased (nearly one-half), so that now the producers receive for their product barely enough to cover the cost of its production. During the past two years, the greatest portion has been sent to the United States, where better prices were obtained. The exports in 1900 amounted in value to £1,455,842 (\$7,080,855) and in 1901 to £1,030,371 (\$5,014,300), showing a decrease of £425,471 (\$2,070,555).

Owing to the threatened destruction of this most important industry, the Government, on June 14, 1902, appointed a commission to report upon the best means to be adopted to place it on a more satisfactory basis. This commission has recommended, in summary, as follows:

1. Reduction of import duties on necessary articles of food, that labor may be obtained at a lower rate.
2. Admission, free of duty of parts, etc., for machinery.
3. Discontinuance of tax of one sol (48.7 cents) per ton for extraction of guano (a natural fertilizer).
4. Encouragement of immigration and colonization.
5. Suspension for ten years of duty on motors and apparatus for use of alcohol.
6. Discontinuance of tax on production of alcohol.
7. Reciprocity treaty with the United States on the basis of 20 per cent reduction in the duty on sugar imported from Peru.
8. More favorable treaties with neighboring Republics.

## ALCOHOL.

In an endeavor to create a greater market for the large quantities of alcohol produced in the country, the President of the Republic has ordered the opening, in Lima, of an international exhibition of alcohol motors and other apparatus using alcohol as a fuel. This exhibition will be opened on January 1, 1903, and will continue for a period of thirty days.

The native alcohol is produced by the distillation of the residue of the yearly manufacture of 150,000 tons of sugar, and is offered for sale at four cents (.01.9 cents) gold a liter (1.0567 quarts). The present output of alcohol, in spite of the unsatisfactory state of the sugar industry, is 12,000,000 liters (12,680,400 quarts) annually, which will no doubt increase when the production of sugar again becomes normal. The exports in 1900 amounted to 23,006 pounds sterling (\$111,959), and in 1901 to 12,055 pounds sterling (\$58,666), a decrease of 11,951 pounds sterling (\$53,293).

## MINING.

For centuries, Peru has been famed for the richness and vastness of its mineral deposits, gold, silver, copper, and lead being found in all parts of the Republic. There are also extensive deposits of salt, naphtha,

petroleum, borax, tin, platinum, and both anthracite and bituminous coal.

According to a recent law, a foreigner as well as a Peruvian may obtain one or more mineral claims, not exceeding 60 to one person, each containing 40,000 square meters (47,840 square yards) when the land contains coal, deposits of gold, platinum, tin, etc., and 20,000 square meters (23,920 square yards) when it contains other deposits. Each claim is taxed 15 sols (less than \$7.50) semiannually.

Gold is to be found most abundantly in the southern districts, but is also found in the silver districts of the north. Owing, however, to the want of capital to construct roads, railways, etc. (access to the deposits being difficult), this industry is yet to be developed.

The silver deposits appear to be in the greatest abundance, and the mines of Cerro de Pasco, Yauri, Caylloma, Hualgayoe, Castro Vireyna, and other districts too numerous to enumerate, are being operated with success.

The copper deposits are rich and numerous in various parts of the country, and at Cerro de Pasco and Yauri, where concentrators have been installed, the industry is conducted on a large scale. A railway is at present under construction by the American Copper Syndicate, from Cerro de Pasco to Oroya, a distance of about eighty miles, which, when completed in about a year's time, will materially increase the output of copper from these districts.

A branch line of railway from Ticlio, on the Central Railway of Peru, to Morococha—about nine miles in length—where copper and silver deposits are being worked, has been completed, and the product of this district, which is now beginning to move, will greatly increase the total output of ores for the ensuing year. This branch line attains an elevation of 15,776 feet above sea level and is the highest point ever reached by a locomotive. The Morococha mining district is said to be one of the richest in Peru, and great results are expected when the mines are in full operation.

The movement of ores over the Central Railway of Peru, which taps the Cerro de Pasco, Yauri, and Morococha districts, during the past year amounted to 34,000 tons.

During the year 1900, minerals to the value of 1,695,055 pounds sterling (\$8,248,985), were exported; in 1901, the value of the exports was 1,750,848 pounds sterling (\$8,320,502), an increase of 55,793 pounds sterling (\$271,517).

#### GUANO.

The exportation of guano, a natural fertilizer, constituted in years past the most important industry of Peru, but it can not now be said to be an export of this country, although an occasional foreign shipment is made. The exclusive right of extraction and sale of guano for use in the Republic has been given to the Salinera Company of Peru. This has been done in order that a uniform price may be maintained throughout the country, the difference in price to be governed solely by the location of the user—i. e., the price at which the company shall sell guano will be fixed by the Government on the basis of cost of extraction, transportation, storage, and the duties, with a reasonable commission to the company. The company will be obliged to establish suitable deposits at the ports of the sugar districts, and at other places where the locating of such depots may be deemed advisable.

## IMPORTS AND EXPORTS.

The commerce of the Republic during the years 1900 and 1901 was as follows:

Description.	1900.		1901.	
	£.	s.	£.	s.
Exports .....	4,497,999	11	4,298,378	18
Imports .....	2,817,150	12	2,758,223	18
Total .....	6,815,150	3	7,056,602	16
				34,840,968

The above table shows an increase for the year 1901, in total value of imports and exports, of \$1,175,030 over the year 1900, while a comparison of the value of the exports for those two years shows a decrease in 1901 of \$971,454. This decrease is accounted for in the shrinkage in the market value of the principal articles of export of this country, the quantities exported having actually increased as shown below:

Sugar .....	per cent..	30
Minerals .....	do.....	20
Cotton .....	do.....	10
Wool .....	do.....	10

The increase shown in imports for 1901 is not actual, being due, to a great extent, to the higher valuations given in the tariff which took effect early in that year.

*Exports by articles in the years 1900 and 1901.*

Article.	1900.		1901.	
	£.	s.	£.	s.
Mineral waters .....	2,075	14	850	14
Spirits .....	8,137	16	10,236	1
Aji .....			3,486	6
Alcohol .....	23,006	11	12,065	6
Cotton .....	326,074	6	368,501	2
Starch .....			361	4
Animals .....	17,812	0	8,017	7
Rice .....	68,908	15	310,988	9
Sugar .....	1,455,842	12	1,080,371	17
Borax .....	56,637	14	33,248	7
Cacao .....	5,967	13	6,431	11
Coffee .....	65,431	3	42,583	2
Charcoal .....	7,459	15	9,926	4
Peruvian bark .....	2,521	5	3,776	19
Coca .....	83,943	16	36,614	7
Cocaine .....	116,178	0	160,322	8
Cochineal and dyes .....	1,831	10	1,825	6
Leather .....	108,558	12	177,077	13
Skins .....			1,260	4
Gum .....	128	8	102	15
Vegetables .....	21,370	15	12,044	14
Guano .....			26,240	18
Medicinal leaves .....			25,512	14
Wool .....	296,673	5	277,623	7
Printed books .....	565	6	2,751	14
Honey .....	5,793	9	6,756	12
Minerals .....	1,695,056	16	1,750,848	18
Furniture .....	1,258	2	2,076	9
Gold .....	4,004	0	13,160	1
Silver—coined and worked .....	20,283	18	96,587	10
Medicinal roots .....	188	18	251	6
Salt .....	1,446	8	3,695	18
Seeds .....	13,710	6	8,190	18
Hats .....	13,864	10	13,984	14
Tobacco .....	1,934	16	2,235	6
Cotton—sheeting .....	1,022	14	14,696	2
Wine .....	10,453	2	21,325	19
Various .....	54,066	8	28,783	12
Cotton—seed .....	60,817	8	23,772	6
Wax .....			1,045	18
Vegetable fibers .....			272	0
Total .....	4,497,999	11	4,298,378	18
				20,928,038



*Imports during the years 1900 and 1901.*

Custom-house at—	1900.		1901.	
	£	s.	£	s.
Callao .....	1,766,919	6	1,987,378	19
Mollendo .....	251,154	16	309,790	15
Salaverry .....	94,578	7	145,867	15
Paíta .....	69,279	9	98,082	3
Pacasmayo .....	82,781	17	35,598	2
Eten .....	43,012	7	75,451	8
Pisco .....	34,501	17	56,996	1
Pimentel .....	12,470	5	17,733	12
Ilo .....	1,923	8	3,945	7
Buena Vista .....	742	13	1,008	19
Agencies .....	9,886	8	76,380	18
Total .....	2,817,150	13	2,758,223	19
		11,276,323		13,422,794

## UNITED STATES GOODS.

Below is given a list of articles imported from the United States during the first six months of the year 1902. Articles marked (\*) are imported exclusively from the United States. The numerals indicate the relative position of the United States in the value of other imports.

Article.	Rank.	Article.	Rank.
Asbestos .....	1	Hand trucks .....	1
Ammunition .....	(*)	Hope .....	2
Ax handles .....	2	Iron .....	2
Awnings .....	(*)	Ink—writing .....	3
Ammonia .....	1	Inkstands .....	2
Acids .....	2	Insect powder .....	3
Animal food .....	2	Ink—printing .....	2
Assaying ovens .....	1	Instruments—scientific .....	2
Baths .....	1	Keys .....	3
Barley .....	2	Locks .....	2
Books .....	6	Lamps .....	2
Bacon .....	4	Lard .....	1
Buckets .....	(*)	Lanterns .....	2
Bricks .....	4	Lumber .....	1
Buttons .....	2	Lead .....	3
Bicycles .....	1	Machinery .....	2
Chemicals .....	2	Measures .....	2
Copper wire .....	1	Mercury .....	1
Cinnamon .....	1	Musical instruments .....	3
Condensed milk .....	6	Macaroni .....	3
Cement blocks .....	1	Merchandise, various .....	1
Carbonate of soda .....	2	Moldings .....	3
Canned goods .....	1	Nails .....	2
Coffee .....	2	Oils .....	1
Cement .....	3	Oilcloth .....	2
Combs .....	1	Ornaments .....	1
Copper, manufactured .....	2	Penholders .....	1
Dried fruits .....	1	Pitch .....	1
Disinfectants .....	1	Pasteboard .....	1
Driving belts .....	1	Preserved fruits .....	1
Damask .....	2	Petroleum, refined .....	(*)
Dynamite .....	3	Printing machinery .....	1
Desks, school .....	1	Plate glass .....	3
Electrical apparatus .....	1	Paper .....	2
Extracts .....	3	Paints .....	3
Flags .....	2	Phosphate of soda .....	1
Forges .....	2	Pins .....	2
Furniture .....	1	Pumps .....	1
Filters .....	2	Pasteboard boxes .....	1
Flour .....	6	Packing .....	2
Feather dusters .....	1	Phonographs .....	2
Glass .....	2	Pencils .....	2
Grease .....	1	Perfumery .....	4
Garment padding .....	1	Paraffin .....	2
Glucose .....	(*)	Porcelain articles .....	6
Games .....	2	Photographic instruments .....	2
Gas pipe .....	1	Rubber globes .....	2
Harness .....	1	Revolvers .....	1
Hams .....	2	Rosin .....	1
House—to wear .....	3	Rifles .....	1

Article.	Rank.	Article.	Rank.
Shawls, cotton .....	2	Screens .....	1
Scales .....	1	Sole leather .....	1
Shotguns .....	1	Spirits of turpentine .....	1
Shurin .....	2	Sewing machines .....	1
Ship tackle .....	1	Toilet water .....	1
Sailcloth .....	2	Tin .....	2
Sackcloth .....	1	Toys .....	5
Soap powder .....	(*)	Tin sheets .....	8
Shears .....	1	Tar .....	2
Stereoscopes .....	(*)	Tools .....	2
Steel .....	3	Typewriters .....	1
Salt meat .....	1	Traps, animal .....	1
Shoe pegs .....	1	Varnish .....	2
Soap .....	4	Vehicles .....	1
Sealing wax .....	3	Wheat .....	2
Springs .....	1	Watches .....	1

## TARIFF.

A new tariff took effect May 1, 1901, under which the duties on the principal articles imported from the United States are as stated in the following table. The gross weight of the package is the basis used in figuring its dutiable weight.

[1 kilogram=2.2 pounds; 1 liter=1.0567 quarts.]

Article.	Valuation.		Percent.	Amount of duty.	
		<i>Soles.</i>		<i>Soles.</i>	<i>U.S. gold.</i>
Sewing machines <sup>a</sup> .....					
Furniture .....	kilogram	0.20	45	.09	\$0.043
Do .....	do.	.70	45	.315	.151
Weighing machines .....	do.	.40	40	.16	.076
Do .....	do.	1.50	40	.60	.288
Revolvers .....	each	8.00	40	3.20	1.586
Clocks and watches <sup>b</sup> .....			40		
Refined petroleum .....	liter	.15	40	.06	.028
Steel <sup>c</sup> .....					
Rope, under 21 mm .....	kilogram	.50	40	.20	.096
Rope, over 21 mm. <sup>c</sup> .....					
Oil, common .....	kilogram	.15	40	.06	.028
Oil, clarified .....	do.	.25	40	.10	.048
Oil, small bottles .....	do.	.60	40	.24	.115
Oil, linseed .....	do.	.20	20	.04	.019
Perfumery .....	do.	1.60	40	.64	.307
Perfumery, fancy <sup>b</sup> .....			40		
Perfumery, essence .....	kilogram	12.00	40	4.80	2.304
Iron piping .....	do.	.15	40	.06	.028
Rubber hose .....	do.	1.00	40	.40	.192
Rubber hose, special .....	do.	3.00	40	1.20	.576
Rubber packing <sup>a</sup> .....					
Grease .....	kilogram	.12	10	.012	.0064
Copper sheets <sup>a</sup> .....					
Medicines <sup>b</sup> .....			40		
Boards for boxes .....	kilogram	.10	10	.01	.004
Leather .....	do.	4.00	45	1.80	.864
Industrial machinery <sup>a</sup> .....					
Lumber <sup>a</sup> .....					
Windmills <sup>a</sup> .....					
Wheat .....	kilogram	.05	25	.01½	.005
Locomotives <sup>a</sup> .....					
Railroad equipment <sup>a</sup> .....					
Wax, rough .....	kilogram	.50	40	.20	.096
Wax, manufactured .....	do.	4.00	40	1.60	.768
Agricultural implements <sup>a</sup> .....					
Typewriters <sup>b</sup> .....			40		
Rosin, common .....	kilogram	.02	10	.002	.0009
Rosin, refined .....	do.	.10	40	.04	.019
Steel rails <sup>a</sup> .....					
Bicycles, juvenile .....	each	.35	45	15.75	7.56
Bicycles, adult .....	do.	75.00	45	33.75	16.20
Bicycles, tandem <sup>d</sup> .....			45		
Rifles, repeating <sup>e</sup> .....	each	30.00	40	12.00	5.76

<sup>a</sup>Admitted free of duty.

<sup>b</sup>Value declared after inspection on arrival.

<sup>c</sup>Admitted free of duty. Permit to be obtained from the Government.

<sup>d</sup>For each additional seat, 15 soles (\$7.20) added to valuation.

<sup>e</sup>Permit for entry must be obtained from Government.

Article.	Valuation.		Per cent.	Amount of duty.	
	Sales.	U. S. gold.		Sales.	U. S. gold.
Rifles, nonrepeating a.....each	15.00	\$7.20	40	6.00	\$2.88
Rifles, air b.....each	25.00	12.00	40	10.00	4.80
Shotguns, 1 barrel.....each	35.00	16.80	40	14.00	6.72
Shotguns, 2 barrel.....do.					
Ammunition:					
For rifle.....kilogram	1.20	.576	40	.48	.23
For shotgun.....do.	.70	.356	40	.28	.134
Billiard tables.....do.	1.00	.48	45	.45	.216
Furniture, common.....do.	.30	.144	45	1.35	.648
Furniture, fine.....do.	.90	.432	45	.405	.194
Railroad cross-ties c.....kilogram	.60	.288	40	.24	.115
Electrical goods.....do.					
Insulated wire:					
Up to 5 mm.....do.	.85	.408	40	.34	.168
Over 5 mm.....do.	.07	.033	40	.028	.0134
Insulators:					
Glass.....do.	.07	.033	40	.028	.0134
Porcelain.....do.	.15	.072	40	.06	.028
Telegraph instruments.....each	22.50	10.80	40	9.00	4.32
Carbons.....kilogram	.18	.086	40	.072	.034
Incandescent lamps.....dozen	3.50	1.68	40	1.40	0.672
Arc lamps:					
Length 60 cm.....each	15.00	7.20	40	6.00	2.88
Length 100 cm.....do.	22.50	10.80	40	9.00	4.32
Length over 1 m.....do.	30.00	14.40	40	12.00	5.76
Electric motors c.....each					
Dynamos c.....each	9.00	4.32	40	3.60	1.728
Telephones.....each					

a Permit for entry must be obtained from Government.

b Value declared after inspection on arrival.

c Admitted free of duty.

### DECLARED EXPORTS.

*Declared exports for fiscal year ended June 30, 1902.*

State and article.	Value U. S. gold.	State and article.	Value U. S. gold.
<b>Callao:</b>		<b>Payta:</b>	
Antiquities, Peruvian.....	\$1,560.00	Cotton.....	\$572,914.67
Coca leaves.....	71,419.54	Condurango.....	310.31
Copper ore.....	250.00	Coffee.....	144.30
Cotton.....	11,776.83	Goatskins.....	262,492.27
Gasoline.....	105.00	Hides.....	14,861.78
Glycerin.....	1,295.00	Pearl shells.....	22.78
Goatskins.....	13,306.00	Straw hats.....	65,885.17
Guano.....	8,750.00	Salt.....	11.70
Lead ore.....	748.00	<b>Total.....</b>	<b>905,242.96</b>
Returned goods.....	1,218.76	<b>Mollendo:</b>	
Sacks, empty.....	1,200.00	Bark.....	205.00
Silver ore.....	36,596.00	Coca leaves.....	99,392.79
Sulphide of silver.....	52,745.00	Coffee.....	225.50
Sugar.....	658,355.58	Gold bars.....	98,646.00
<b>Total.....</b>	<b>859,264.71</b>	Gold concentrates.....	371,132.45
<b>Salaverry:</b>		Iron tube.....	30.00
Coca leaves.....	4,741.08	Ores, copper.....	4,553.00
Sulphide of silver.....	6,184.12	Ores, silver and copper.....	551.00
Returned goods.....	782.78	Ores, silver and lead.....	1,395.48
Silver ore.....	5,227.00	Rubber.....	46,644.30
Sugar, grainy.....	986,679.14	Skins, vicuña.....	22.00
Sugar, molasses.....	148,477.17	Wool, alpaca.....	21,628.57
<b>Total.....</b>	<b>1,152,091.29</b>	<b>Total.....</b>	<b>644,709.99</b>
<b>Tumbes:</b>		<b>Chiclayo:</b>	
Cotton.....	2,178.66	Cotton.....	6,541.47
Tamarinds.....	18.00	Goat skins.....	549.76
Wool.....	19.85	Peruvian antiquities.....	10.00
<b>Total.....</b>	<b>2,216.61</b>	Mane.....	91.79
		Sugar.....	319,954.62
		<b>Total.....</b>	<b>327,147.44</b>

## UNITED STATES SHIPPING.

*American vessels arrived at Peruvian ports during fiscal year ended June 30, 1902.*

Port.	Cargo.	Number of vessels.	Tonnage.
Callao .....	General .....	1	1,064
Do. ....	Coal .....	2	2,814
Do. ....	Railroad cross-ties .....	1	741
Do. ....	Lumber .....	11	7,577
Mollendo .....	do .....	4	2,499
Chiclayo .....	do .....	1	496
Salaverry .....	do .....	1	465

All of the above-named vessels departed in ballast.

## LUMBER.

During the fiscal year ended June 30, 1902, about 17,000,000 feet of lumber was imported from the United States, 9,000,000 feet of which came here in American vessels.

## REFINED PETROLEUM.

There were 22,700 cases, each containing two 5-gallon cans, of refined petroleum imported from the United States during the fiscal year ended last June.

## WHEAT.

During the last fiscal year, 18,595 tons of wheat were imported from the United States, 11,262 tons from Australia, and 9,695 tons from Chile. None of this wheat was brought here under the American flag. A large decrease is shown in the importations of wheat from the United States and Australia, being accounted for by the heavy increase in that imported from Chile.

## COAL.

While extensive deposits of a good quality of coal are found in Peru, the cost of transporting it to the coast, although the distance is not great, is very high, and foreign coals are used exclusively. During the fiscal year ended June 30, 1902, coal was imported as follows:

From—	Tons.
Cardiff .....	13,113
Newcastle, New South Wales .....	18,224
Hamburg .....	4,460
Liverpool .....	2,910
Newport, Wales .....	3,067
United States .....	2,250
Shields .....	1,342
Total .....	45,366

## RAILWAYS.

The improvements and extensions of the railway lines during the past year consist of the completion of the branch line to the Morococha

mining district, and the commencement of work on the line from Oroya, the eastern terminus of the Central Railway of Peru, to the Cerro de Pasco mining district, mentioned under the heading "Mining."

During the past year, 30,000 railroad cross-ties were imported from the United States; also two 70-ton locomotives and a 125-foot bridge.

#### CABLE LINES.

The two cable companies entering this port, the Central and South American Telegraph Company (American) and the West Coast Company (British), do not contemplate extensions of their lines during the ensuing year.

#### WHARFAGE FACILITIES AT PERUVIAN PORTS.

The following ports of Peru are provided with piers for convenience in the discharge of cargo, viz: Callao (see page —); Huacho, 107 meters (350.9 feet) in length; Ancon, 107 meters (350.9 feet) in length; Pacasmayo, 742 meters (2,433.7 feet) in length; Ilo, 46 meters (150.8 feet) in length; Chala; Mollendo, 101 meters (331.2 feet) in length; Eten, 775 meters (2,542 feet) in length; Supe, 138 meters (452.6 feet) in length; Pisco, 666 meters (2,184.4 feet) in length.

Cargo is taken from vessel to pier in launches.

A pier to be about 300 meters (984 feet) in length is now being constructed at the port of Salaverry and will be completed by the end of this year.

#### LIMA.

Lima, the capital of the Republic, with an estimated population of 150,000, is situated 7 miles inland from the port of Callao, with which it is connected by two lines of railway operating trains at frequent intervals. The city contains good hotels, many fine clubs and theaters, picturesque cathedrals, and on the whole is quite modern, as well as interesting. Its "Plaza de Toros" (bull-fighting ring) is the largest in the world, and in season is the leading attraction of all classes. There is also a stock exchange, where local stocks and bonds are dealt in, and a chamber of commerce similar to those of the United States.

The municipality of Lima recently commenced work on extensive improvements in its streets, the paving blocks for which will be imported from the United States. At this writing, the principal plaza of Lima, comprising a large square directly in front of the President's palace, has been completed, American asphalt paving blocks being used. Many of the streets are nearing completion.

#### ELECTRIC LIGHTING.

The greater portion of the city of Lima is lighted by electricity, furnished by three companies, as follows:

*Empresa Electrica "Santa Rosa."*—Capacity, 14,000 incandescent lights of 16 candlepower and 500 arc lights of 1,200 candlepower. The entire equipment was imported from the United States. This company holds the municipal lighting contract.

*Empresa del Gas de Lima.*—Capacity: 4,000 incandescent lights of 16 candlepower and 135 arc lights of 1,200 candlepower. Electrical

equipment imported from the United States and engines and boilers from England. This company also has an extensive gas-lighting plant, the only one in the city.

*Sociedad de Alumbrado Electrico y Trasmision de Fuerza de Piedra Liza.*—Capacity: 7,500 incandescent lights of 16 candlepower. No arc lights. Electric power is furnished at a monthly rate of 10 soles silver (\$4.87) per horsepower, and this company rents at present a daily average of 180 horsepower. Electrical apparatus imported from the United States and engines and boilers from England.

The rate charged by all these companies for incandescent lights of 16 candlepower is 30 cents silver per kilowatthour, or 2 soles silver (\$0.97) per light per month. The rate charged for arc lights is 18 silver soles (\$10.36) per light of 1,200 candlepower per month.

I am informed that, at present, there are practically no municipal regulations in force governing electrical installations. It is not permitted, however, to run primary wires across the roofs of buildings. The Government is at work on a set of proper regulations for inspection, etc., which no doubt will become effective within a few months.

The annual consumption of incandescent electric lamps in Lima per annum is about 25,000, imported from the United States, Germany, France, and Austria. The American lamp is highly regarded, but owing to its greater cost than lamps of European make, and the short credits given by American manufacturers, does not receive its full share of this business. Price and length of credit are, in many instances, considered before quality.

#### CALLAO.

Callao is the principal seaport of Peru and contains an estimated population of 30,000. The harbor is an excellent one, absolutely safe, and its capacity may be said to be unlimited. The docks are constructed of concrete and stone, and are provided with traveling steam cranes for the handling of cargoes. Five steamships and twelve sailing vessels may be comfortably berthed at one time.

#### PORT CHARGES.

Anchorage dues, 20 cents (\$0.096 gold) per ton, payable to custom-house twice a year; wharfage dues, 12 cents (\$0.057) per ton, payable to dock company each entry; hospital dues, 4 cents (\$0.019) per ton, payable to *beneficencia* each entry; light-house dues, 2 cents (\$0.038) per ton, payable to port captain each entry; sailing license, 5 soles silver (\$2.54), payable to port captain; customs visit, 4 soles, silver (\$1.94), payable to custom-house.

Wharfage dues are charged whether the vessel discharges in the open bay or in the docks.

Towage from beyond limits of the anchorage specified by the dock company to berth at wharf, 30 soles silver (\$14.40), payable to the dock company.

Entering charges (payable to agents of vessel): Lumber and coal, 75 soles silver (\$36); general cargo, 75 to 100 soles silver (\$36 to \$48), according to tonnage.

Clearing charges (payable to agents), 25 soles (\$12); ballast, 2.552 soles silver (\$1.22) per ton; water, 2 soles silver (96 cents) per ton.

Discharging cargo, per ton, measured or by weight at option of the stevedore, 3.15 soles (\$1.51.2); lumber, per measured ton, 2.45 soles (\$1.17.6); coal, per ton, 2.44 soles (\$1.17.6); metals, per ton, 1.75 soles (\$0.84), to be paid in gold at current rate of exchange.

#### FLOATING DOCK AT CALLAO.

This dock is constructed entirely of iron and is of the following dimensions, viz: Exterior, 300 by 100 by 33 feet 3 inches; interior, 300 by 76 by 29 feet 3 inches. It can easily accommodate vessels not exceeding 3,500 tons or 21-foot draft. The largest vessel ever taken into the dock was of 4,350 tons, some years ago.

*Tariff.*—Sailing vessels (per ton)—First day, 50 cents (24 cents gold); each succeeding day, 25 cents (12 cents). Steamers (per ton): First day, 1 sol (48 cents); succeeding four days, 75 cents (36 cents); each subsequent day, 50 cents (24 cents). Gross tonnage of vessel, as shown by Lloyds, is used in computing charges.

#### STEAMSHIP LINES.

There are two regular lines of steamships plying between this port and Panama, Colombia, namely, the *Compañía Sud Americana de Vapores* (Chilean) and the *Pacific Steam Navigation Company* (British). The *Kosmos Line* (German) plies between here and San Francisco, and occasionally its steamers go as far north as British Columbia, Canada. The freight steamers of the *Merchants' Line* (operated by W. R. Grace & Co., of New York City, but flying the British flag) and of Beeche, Duval & Co.'s line, also under the British flag, run regularly between this coast and New York.

The *Compañía Sud Americana de Vapores* and the *Pacific Steam Navigation Company* until recently made San Francisco their northern terminus, but have discontinued the service north of Panama, on account of lack of business. The local agents of the *Kosmos Line*, which does not touch regularly at Panama, state they are well satisfied with the business received in the north, and it is the intention of their company to increase rather than decrease the northern service.

#### SANITARY CONDITION OF CALLAO.

The corporation of Callao is about to construct works and lay pipes for a new water supply. The water will be obtained from wells about 3 miles distant, at an elevation of 130 feet above the town, thus reaching the consumers by gravitation, through a 21-inch main. Two of the 4 wells required for the supply have already been completed, and the remaining 2 are being sunk. The water rises in these wells to the surface of the ground; it has been analyzed and found to be suitable for domestic purposes without filtering.

A modern system of drainage has been approved, the city being now without sewers. It will consist of stoneware pipe varying in diameter from 6 to 15 inches. As there is no rainfall to provide for, the greater part will be 6 inches with a flush tank at the head of the sewers. The city is divided into 2 drainage districts, in each of which there will be a Shone ejector station to which the sewers will fall, the sewage then being raised by compressed air and discharged into the sea.

*Mortality of Callao.*

Year.	Population.	Total deaths from all causes.	Yellow fever.	Typhoid fever.	Tuberculosis.	Small-pox.
1891 .....	26,806	1,656	None.	32	383	<sup>a</sup> 288
1892 .....	26,806	1,462	None.	37	340	<sup>a</sup> 86
1893 .....	26,806	1,144	None.	18	323	7
1894 .....	26,806	1,098	None.	21	229	6
1895 .....	26,806	1,117	None.	18	311	3
1896 .....	26,806	1,633	None.	36	301	<sup>a</sup> 309
1897 .....	26,806	1,159	None.	30	332	4
1898 .....	28,932	1,061	None.	21	363	None.
1899 .....	28,932	1,204	None.	19	284	None.
1900 .....	28,932	1,186	None.	24	238	None.
1901 .....	28,932	1,181	None.	23	274	None.

<sup>a</sup> Epidemic.

## BANKS.

Name of banks, with interest on current account: Banco del Peru y Londres, nil; Banco Internacional del Peru, 1 per cent per annum; Banco Popular del Peru, 2 per cent per annum; Banco Italiano, nil; Savings Bank, 2 per cent per annum; discount rate, 8 per cent (on gold only).

Exchange: London—Sight, 23½d. to 23¾d.; 30 days, 24d. New York—Sight, 208; 30 days, 206.

## SILVER AND COPPER COINS.

The introduction into the territory of the Republic of all silver and copper moneys is prohibited, so that those who wish to import same must do so only by the port of Callao, giving due notice to the customs-house, so that the administrator may remit the coins to the mint to be made into ingots at the cost of the importer, to whom they will be returned in that form.

Passengers are prohibited from landing with more than 10 soles silver (\$4.87) in their possession, which amount is allowed for immediate personal expenses.

## INSURANCE.

A recent insurance law requiring that foreign companies deposit with the Government a cash bond of 200,000 soles (\$96,000), has resulted in the withdrawal from Peru of those companies and the formation of local companies to meet the demands for insurance. The following fire and marine insurance companies now transact business in Peru, viz: Compañía Internacional de Seguros, capital, 6,000,000 soles (\$2,880,000); Compañía de Seguros "Rimac," capital, 5,000,000 soles (\$2,400,000); Compañía de Seguros "La Urbana," capital, 2,000,000 soles (\$960,000); Compañía de Seguros "Italia," capital, 2,000,000 soles (\$960,000).

There is but one life insurance company, viz, Compañía de Seguros "La Sud-América," with a capital of 4,844,054.93 soles (\$2,315,146).



## GENERAL REMARKS.

There have been no changes in the patent, coypright, or trade-mark laws.

It is not required that goods be marked to show country of origin.

Passports are not required.

Traveling salesmen are not required to procure licenses.

There have been no changes in the port regulations.

Peru has suffered a commercial depression during the past year, due in a great measure to the very unsatisfactory state of its sugar industry. In many parts of the Republic "sugar is king," and prosperity depends upon the prices received by the producer for his product. To add to this, the price of copper, the leading mineral export, has had a downward tendency. The Government is exerting every effort to better the conditions of its industries, and with continued peace in the country no doubt the ensuing year will show great improvement.

Peru is not a manufacturing country, and little attention is given even to the manufacture of the actual necessities of the people. Nearly every manufactured article used here is imported, and, I regret to say, usually from Europe. The trade of Peru is practically in the hands of European manufacturers, who study the wants of the people constantly and are favored with ample means of transportation at low freights, and with banking facilities.

To secure the trade of this country, American manufacturers must conform to the practice of the houses of Europe, i. e., send competent traveling salesmen well versed in the Spanish language who understand the customs of this country and the local methods of transacting business. Circulars and catalogues are worthless. These salesmen should be authorized to extend long credits, say six months, and as great as nine months in exceptional cases, and they must have the patience to await the pleasure of the buyer. Business can not be secured on a cash or short-credit basis, nor can it be transacted quickly. Further, in order to place the manufacturers of the United States on a more equal footing with those of Europe, a regular line of steamships flying the American flag should be established between the west coast of the United States and the west coast of South America. An American bank should be located in Peru to facilitate settlements, etc. Also, the parcels post should be extended to this country that the United States may compete with Europe in mail orders.

A short time since, mention was made of a scheme to send a ship containing samples of United States products suitable to the South American trade, each line to be in charge of a competent salesman, to visit South American ports, where stops of sufficient duration would be made to properly exhibit and advertise the wares. This, in my opinion, would be an excellent idea, worthy of the most earnest consideration, and would be a long stroke toward obtaining this country's trade.

I am indebted to the following gentlemen for information on subjects in the foregoing report: John J. Impett, esq., superintendent of the Central Railway of Peru, "Railways;" Alexander Milne, esq., head of the firm of A. Milne & Co., wheat importers and millers, "Wheat;" D. H. de Leon, esq., manager of the accounting section of the Callao customs-house, "Customs-house statistics;" David W. Ross, esq., city engineer for Lima and Callao, for description of municipal improvements in hand by both cities.

I submit reports from consular agents under my jurisdiction, giving a brief summary of the business conditions at their respective agencies:

#### SALAVERRY.

The port of Salaverry has no harbor, vessels being obliged to anchor in the open sea, no protection whatever being afforded. The wind is never very strong and the sea comparatively smooth at all times, so that it is considered a perfectly safe anchorage.

#### WHARFAGE.

There is a pier now under construction that will be finished before the end of the year. When completed, it will be about 1,000 feet in length. Cargo is taken alongside of vessels in launches and carried to this pier. The charges for all kinds of goods will average about 50 cents, United States gold, for each ton of 1,000 kilograms (2,205 pounds).

#### IMPORTS.

The value of the goods imported from the United States during the fiscal year ended June 30, 1902, amounted to \$112,507.72. The principal articles brought here were agricultural implements, axes, box shooks, cane knives, canned goods, carpenters' tools, cement, clocks, condensed milk, cotton cloth, drugs and medicines, engine oil, iron, steel in bars, kerosene, lamps and lanterns, 1 locomotive, 2 locomotive boilers, lumber, oakum, oars, paint, pitch, platform scales, plows, tar, printing paper, rope—manila and sisal—rosin, rubber packing, sewing machines, stoves, turpentine, watches, wheat, windmills, wire nails, and small lots of many other kinds of goods.

#### EXPORTS.

Sugar and silver ores are the principal articles of export. A small quantity of coffee, cocoa leaves, cotton, wool, and hides is shipped, but the prospect for these articles becoming important exports is not encouraging. There were 47,009 tons of sugar shipped during the past year, and 10,133 tons from the adjacent port of Huanchaco. Of the quantity exported from Salaverry, 43.5 per cent went to the United States, 37.5 per cent to Chile, and the remainder to England and Vancouver, Canada. Of the quantity exported from Huanchaco, only 6.3 per cent went to the United States, 80 per cent to Chile, and the remainder to England and Vancouver. The small proportion of shipments to the United States from Huanchaco is accounted for by the fact that there is no steamship connection between that port and Panama.

There were 222 tons of silver ore exported, 116 tons to Germany, 77 tons to England, and 29 tons to the United States.

#### BANKS: EXCHANGE.

The Banco del Peru y Londres has a branch in Trujillo, the capital of the province, a short distance inland, but its operations are confined to drafts on Lima only.

The Lima rate of exchange is quoted here. When a foreign draft is required, it has to come from the main office in Lima, and owing to the irregularity in the steamer service, delays in receiving desired drafts occur frequently. The rate of discount on Lima drafts is  $1\frac{1}{2}$  per cent.

## TRANSPORTATION.

There is a railway from Salaverry to Ascope, a distance of 42 miles. The charges for transportation are very high. All cargo for the interior is carried on mules. There are no cart roads.

## MINES.

There are several mines distant from two to four days' journey. Some of these yield rich ore, but as transportation is so expensive, they are only worked on a very small scale.

## SYNDICATES.

Nearly all of the sugar estates are worked by companies, the greater part of the capital being Peruvian, though there are two in which foreign capital is largely invested. No new companies are being formed.

## PACKING OF GOODS.

Some few years ago, goods from the United States arrived here in very bad condition, especially those that came by way of Panama, the packing cases not being strong enough to withstand the rough handling during the voyage. Now I find that this fault is remedied, cargo arriving from the United States is as good condition as from any other part of the world.

## REMARKS.

There are no suggestions to offer as to means for increasing importations from the United States. The price of sugar rules all kinds of business, and when the estates receive a fair price for their product, no doubt goods of American manufacture will be in greater demand.

## PAYTA.

The harbor of the port of Payta is one of the best on the coast. Cargo is landed in launches at a cost of 5 cents silver (2.4 cents gold) per 50 kilograms (110 pounds) of all kinds of goods. Very heavy pieces are charged special rates. Wharfage dues are: Boxes of general merchandise to 100 kilograms (220.4 pounds), 20 cents silver (\$0.096); boxes of general merchandise to 200 kilograms (440.9 pounds), 25 cents silver (\$0.12); boxes of general merchandise over 200 kilograms (440.9 pounds), 50 cents silver (\$0.24); bales of general merchandise, every 50 kilograms (110 pounds), 12 cents silver (\$0.06).

## EXPORTS.

Exportations to the United States during the fiscal year ended June 30, 1902, were the following:

Cotton (50 per cent of total) .....	\$572,014.67
Skins (total) .....	252,492.27
Hides (10 per cent of total) .....	14,861.78
Hats (80 per cent of total) .....	65,385.17
Condurango (10 per cent of total) .....	310.31

## IMPORTS.

The importations from the United States consisted of gray cottons, drills, Florida water, sisal rope, lamps, kerosene, oils, grease, lard, axes,

knives, sewing machines, tools, machinery, medicines, specifics, confectionery, biscuits, etc.

#### OIL FIELDS.

The oil fields of Talara are situated 30 miles north of this port and those of Zorritos 100 miles north. The product is sent to Callao, and united amounts to about 3,000 tons per month, 2,000 tons of crude for fuel and the remainder kerosene, benzine, etc.

#### AGRICULTURE.

The agricultural industry is suffering for want of rain, which, up to 1891, came every seven years. The soil is very rich, and although without water for eleven years, has kept on producing; but, as is natural, a decrease in the crops is shown each year, though they have never fallen below one-half their maximum production. The agriculturists, justly alarmed at such a long absence of rain, have undertaken the irrigation of the valleys of the rivers Chira and Piura. The work is progressing as rapidly as can be expected, and when completed, in about four years' time, business will greatly increase.

#### TRANSPORTATION.

A railway line connects this port with the city of Piura, the capital of the department, about 64 miles inland. There are 10 intermediate stations through which communication is had with all parts of the department.

#### BANKING: EXCHANGE.

There is one bank in the department, a branch of the Banco del Peru y Londres, of Lima. Discounts are the following: In silver, 12 per cent; in gold, 10 per cent. Interest charged in account current, 10 per cent per annum.

The rate of exchange is: Thirty-day bills on New York, 105 premium; thirty-day bills on London, 24d. per silver sol.

#### CREDITS.

Credits are given by European houses, as well as by Lima houses, for six months, and these in most cases are extended, the buyer paying 12 per cent per annum to Lima houses and 5 per cent per annum to the houses of Europe.

#### REMARKS.

The American methods of packing goods for export are, in a great many cases, unsafe and bulky, and on this account, the goods arrive in bad condition. Dry goods and cloths come in large, unwieldy boxes and bales, while those from Europe come in hydraulic pressed bales, and strong and well-secured boxes, paying much less freight and arriving in good shape. English and French methods of packing are the neatest, safest, and most economical.

#### CHICLAYO.

Owing to the low price of sugar, business is declining, and the prospects for improved conditions in the near future are not very good. Landowners in many instances are now giving their attention to the cultivation of rice instead of sugar.

## HARBOR.

Eten, the port of Chiclayo, is a surf port. It has a pier 843 yards in length, on which are three steam cranes. There are eight lighters of about 30 tons each, which can handle 600 tons of cargo a day.

## WHARFAGE.

The pier is operated by a private company, which charges 13 cents per 100 pounds, or 5 cents per cubic foot, silver (2.4 cents gold), from alongside the vessel to the customs-house or warehouse on shore, or vice versa.

*Commerce.*

The following shows the exports for last year:

Articles.	Tons.	Per cent to the United States.
Sugar .....	16,952	45
Rice .....	18,633	None.
Hides .....	700	None.
Coffee .....	80	None.
Cocoa .....	150	None.

Articles imported from the United States were: Lumber, kerosene, machinery, cutlery, rosin, machine oil, agricultural implements, and cottons.

## BANKING.

There is a branch here of the "Banco del Peru y Londres," of Lima.

## REMARKS.

Imports from the United States could be largely increased, if American manufacturers would make and pack goods according to the taste and choice of the people of this country, and not according to the American style.

Traveling agents for European houses are continually arriving, two or three being always in town. Travelers for American houses are seldom seen here.

American export firms only allow sixty or at the utmost ninety days' credit, while European firms allow up to nine months' time.

Dry goods imported from the United States are packed as well as those arriving from Europe. Merchandise of little value comes in frail cases from the States, and is generally received in bad condition, while European goods are always well packed.

## PETROLEUM.

Petroleum is found in abundance in the northern districts of Peru, where 269 claims, covering an estimated territory of 15,000,000 square meters (17,940,000 square yards), have been taken up, as shown below:

Number of claims—

Mineral district of—

Tumbes .....	124
Payta .....	123
Amotape .....	10
Piura .....	10
Huancane .....	2

These districts are being worked by the following companies, viz:

Compania Francesa de Petroleo de la America del Sur (French), controlling 33 claims, 1,300,000 square meters (1,554,800 square yards), in the district of Tumbes.

Establecimiento Industrial de Zorritos (Peruvian), controlling 70 claims, 2,800,000 square meters (3,348,800 square yards), in the district of Tumbes, 100 miles north of the Port of Payta.

South American Petroleum Syndicate (English), controlling 100 claims, 4,000,000 square meters (4,784,000 square yards), in the district of Payta, 45 miles north of the Port of Payta.

London and Pacific Petroleum Company (English), controlling 10 claims, 400,000 square meters (478,400 square yards), in the district of Payta, 30 miles north of the Port of Payta.

The remaining 56 claims are owned by various persons and companies and are not being exploited.

The Establecimiento de Zorritos and the London and Pacific Petroleum Company are the only producing companies at present. During the year 1901, the former produced 3,135,000 gallons of crude petroleum, of which 760,000 gallons were refined, giving 282,430 gallons kerosene, 19,060 gallons benzine, and 402,000 gallons residue. During the same period, the latter produced 7,984,000 gallons of crude petroleum, of which 2,498,000 gallons were refined, giving 234,490 gallons kerosene, 648,352 gallons benzine, and 1,571,500 gallons residue. The capital invested by these companies amounts to 6,000,000 soles (\$2,922,000). The gross receipts from sales during the year 1901 were 680,640 soles (\$331,472). The London and Pacific Petroleum Company has recently erected two tanks, capacity 2,000 tons each, at Caleta Buena, Chile, for the purpose of supplying the saltpeter works in that vicinity with petroleum for fuel.

#### MOLLEND0.

Mollendo, the second port in importance of the Republic, is the gateway for the departments of Arequipa and Cuzco, and for the northern part of Bolivia.

#### HARBOR.

The handling of cargo is controlled by one company operating thirty launches of an average capacity of 20 tons each. Six hundred tons of cargo may be landed and shipped daily. The sea being invariably rough, the launches must be repaired frequently. The government recently decided to construct a breakwater, but the proposals tendered were rejected. A Peruvian engineer, who has a thorough knowledge of the conditions, believes the work could be done at a cost of about \$200,000 United States gold. This is a good opening for capital, the returns being ample and sure, as the government offers the income of the landing pier, amounting to about \$50,000 United States gold per annum, as a guaranty. The port would benefit greatly by this improvement, the consummation of which would very likely result in securing for Mollendo a great part of the traffic that now goes through the ports of Antofagasta and Arica, Chile.

The charges of the launch company are the following:

Nature of charge.	Peruvian currency.	United States currency.
	<i>Soles.</i>	
Landing general merchandise.... (per cubic meter (35.3 cubic feet) ....	1.70	\$0.327
..... (per 1,000 kilograms (2,204.6 pounds)).	2.00	.974
Landing coal and coke .....	1.00	.437
Shipping produce.....do .....	1.50	.73
Shipping metals .....	.87	.423
<i>Wharfage dues. a</i>		
Discharging general cargo..... (per cubic meter (35.3 cubic feet) ....	2.00	.974
..... (per 1,000 kilograms (2,204.6 pounds)).	2.17	1.05
Discharging coal or coke.....do .....	1.63	.706
Shipping produce.....do .....	1.63	.706
Shipping metals .....	.87	.423

<sup>a</sup>The wharfage dues include the work of distributing the cargo among the various depots, and the bringing of same from the railway depots to the wharf.

Ballast may be procured at 1.35 soles (65.7 cents) per ton, placed alongside the vessel.

#### TRANSPORTATION FACILITIES.

A broad-gauge railroad extends from this port to Puno, situated on the shores of Lake Titicaca, and to Sicuani on the route to Cuzco, the ancient capital of the Incas. The distances are:

	<i>Miles.</i>
Mollendo to Arequipa .....	107
Mollendo to Puno .....	218
Juliaca to Sicuani .....	160
Total .....	485

Passenger trains run between Mollendo and Arequipa daily, but on the other lines the service is biweekly. The traffic between Puno and the Bolivian port of Chililaya is handled by three steamers, the largest of which is the *Coya*, length 170 feet. The gross income of these steamers during the year 1901 was 248,272.50 soles (\$120,909) for 24,542 tons of cargo transported.

A good cart road exists between Sicuani and Cuzco. Three traction engines, each weighing 16 tons and capable of hauling 40 tons of freight on three cars, will soon be in operation between these two points.

Transportation in other parts is by means of mules and llamas. Mules carry as much as 300 pounds and the llamas 100 pounds, at low rates. Communication with some of the mines in the interior and the rubber districts, where there are no roads, is effected by Indian carriers, who take about 50 pounds on their back. The famous Inca Mining Company utilized these carriers before the completion of the costly road to its Santo Domingo gold mine.

#### MINING.

*Province of Caylloma.*—The Caylloma Silver Mining Company, an English concern, has done a great deal of work, and owns several valuable mines.

*Province of Lampa.*—This province is very rich in silver and copper mines, but very few of them are being worked. The Santa Catalina mine is known to be very valuable, yielding an almost unlimited amount of ore running 70 per cent copper, with 80 ounces of silver to the ton.

*Province of Sandia.*—The principal mines in operation are owned by Mr. José Maria Pena and the Sandia Mining Company. These mines have produced large quantities of gold. The General Contracting Company, of Philadelphia, has taken up a few mines, and a company formed in London will soon begin to dredge for gold on the Inambari River.

*Province of Carabaya.*—In this province is the famous Santo Domingo mine, owned by the Inca Mining Company, of Bradford, Pa. All of the great expenses incurred in opening up the roads for introducing machinery, etc., and the large price paid for the property, have been repaid. The company has recently started work on another rich vein not far from the Santo Domingo. Deposits of a good quality of petroleum have been found near Pusi, on Lake Titicaca. This will be a very important enterprise, as fuel is now scarce and expensive.

With the exception of the Santo Domingo mines and the Caylloma Silver mines, and a few others of less magnitude, hardly a mine is at present actively worked, owing to the lack of sufficient capital; also, the difficulty in reaching the mines renders their operation expensive.

#### BANKING.

The nearest bank is at Arequipa, the capital of the department. It is a branch of the Banco del Peru y Londres of Lima, but offers no facilities to commerce, its requirements for accommodation to merchants being unreasonable.

#### GENERAL REMARKS.

Imports from the United States may be increased by sending here competent commercial travelers, with a good line of samples, and by granting longer credits. Also, the insurance companies should be more liberal and insure against "all risks," as the European companies do. Nearly all shipments from Europe are insured against risk to destination, even though the latter be a point in the interior.

Many complaints are heard against the manner in which goods are sent from the United States. The boxes are not properly marked and numbered; the packing is poorly done, and the lumber used is very common and easily broken. Furthermore, American merchants frequently fail to forward an exact invoice of the contents of each package.

JOSEPH C. CREE *Vice-Consul.*

CALLAO, *October 15, 1902.*

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## URUGUAY.

The trade of Uruguay for the year ended June 30, 1902, is characterized by an even, steady movement, approximating the average of the last nine years. It is to be noted that there is a tendency toward a gradual decrease of importations of a certain class, caused by the upbuilding of local industries aided by a protective tariff of almost prohibitive rates. This policy, however, has not led to the development expected, being handicapped by the element of concession common to all Spanish-American countries, and by the further and more important fact that there is no cheap fuel available for manu-



facturing uses, nor raw material, save wool and hides. Under these conditions it is not possible to do more than meet certain local demands. The manufactory whose fuel supply is across the sea—7,000 miles away—is effectually prevented from competing outside of its own highly protected lines. It may hold the home market, but no more.

### COMMERCE.

The statistical office gives the following correct figures of the imports and exports of the Republic for the past two years:

Year.	Imports.	Exports.	Total.
1900.....	\$23,978,206	\$29,410,862	\$53,389,068
1901.....	26,691,982	27,731,126	54,423,108

The first half of 1902 shows an appreciable degree of improvement. Compared with the same period of 1901 the following exhibit is made:

Articles.	1901.	1902.
Drinks in general.....	\$1,269,733	\$1,026,754
Comestibles, cereals, and spices.....	2,558,430	2,429,639
Tobacco and cigars.....	136,145	99,570
Stuffs and woven goods.....	1,936,982	2,103,786
Made clothing.....	523,245	500,873
Raw and industrial material and machinery.....	4,139,859	3,843,720
Various.....	1,253,557	1,238,610
Live stock.....	691,400	459,788
Total.....	12,509,831	11,802,735
<b>EXPORTATIONS.</b>		
	1901.	1902.
Live stock.....	819,033	452,040
Slaughterhouse products.....	16,991,146	18,419,159
Agricultural products.....	117,036	1,377,649
Other products.....	279,256	276,430
Various.....	4,971	8,465
Provisions for vessels.....	70,807	65,911
Total.....	17,782,249	20,599,554

The importations into Uruguay for 1901, amounting to \$23,691,933, are apportioned as follows by the customs division:

Country.	Amount.	Per cent.	Country.	Amount.	Per cent.
England.....	\$6,167,348	26.08	Cuba.....	99,615	.42
France.....	2,161,139	9.12	Argentina.....	3,074,763	12.96
Brazil.....	1,540,955	6.51	Chile.....	37,684	.37
Spain.....	1,860,762	7.85	Holland.....	6,227	.03
Italy.....	2,108,469	8.90	Paraguay.....	152,562	.65
United States.....	2,077,750	8.77	Portugal.....	17,123	.07
Germany.....	2,913,537	12.29			
Belgium.....	1,424,008	6.01	Total.....	23,691,933	100

In the German exports, a considerable quantity of goods of American origin figure, the latter having been consigned to German houses from the United States and ultimately disposed of here. It should be said that the average German house is cosmopolitan in its business instincts and will meet the demands of trade with whatever is needed.

It should be borne in mind that the imports are given the customs valuation, which is about 30 per cent above the payable value, while the exports are very near the market rate, making the difference in trade in favor of the Republic several millions greater.

#### FINANCES.

The financial year did not bring about that degree of prosperity generally following in other lands where crops have been good, where exports have considerably exceeded imports, and where domestic peace has obtained. Apparently, the care for the public debt has required the actual gold received for the difference between imports and exports to be sent out of the country—an average of \$10,000,000 annually—so that these vast sums, including bank dividends, guaranties to railways, earnings of foreign capital invested in business in the Republic, all drain the country of its resources. In addition to this drain, there is a burdensome system of taxation, varied and complex.

These are probably the reasons why one of the richest of the South American republics suffers so continuously from depression.

In railway concessions, the Republic guarantees the balance that may be needed to pay a certain interest where the net earnings fail to do so. This guaranty has cost the Republic since 1892 the sum of \$8,248,044.10, making an annual average of about \$800,000 gold. Some of these guaranties will expire by limitation within a short time, and all as soon as the earnings reach the general expense and interest level.

The total of the public debt of the Republic at the close of the year ended June 30, 1902, was \$123,843,649, which shows a net increase in the present Presidential term of \$2,416,241.

It should be said, however, that under President Cuestas's administration the current obligations have been all paid, and the increase is for the care of the obligations coming over from the administration just preceding. It may be a matter of interest to know that the tax collections per capita of population show an average of \$17.83, from which it may be fairly surmised that the expenses of governmental maintenance are heavy.

#### NEW RAILWAY.

Internal conditions of the Republic have been peaceful and orderly, but the work of improvement moves along slowly. The opening to travel and traffic of nearly 200 miles of new railway, touching the very garden of the country, in the departments of Colonia, San Jose, and Soriano, is looked upon as one of the important factors in future development. Immigrants do not come here, although the country has a climate that can hardly be surpassed. The fact that land is held at an extremely high figure and that transportation is expensive, leaving but little profit to the farmer, keep the immigrants away, and as a result there is a scarcity of labor. This is the most serious question confronting the Republic.

#### PORT WORKS.

The most notable element of progress to report is found in the actual commencement of the new port works, which are to give Montevideo a fully protected harbor. It should be remembered that all exports and imports have to be handled by lighters, and that the comparatively

shallow waters are soon lashed into fury by the gales. At times, there have been complete embargoes on all traffic for several days in succession, and even now, craft for the river Plata and upper river systems must take passengers and cargo from boats. The work is in the hands of a French syndicate; all the preliminary preparations have been made, and the permanent plant bought in France and installed. The French rate of wages for day labor is insisted on as far as has been possible, and the entire work is conducted on French lines for French profit. The work is supervised for the Government by a notable German engineer, Herr Kummer. The future prosperity of the city is largely dependent on these works.

There are those that claim the charge of maintenance will be so heavy that the port will be used only in cases of necessity. Always one of the most expensive ports in the maritime world, it does not now promise to become any less so, however safe it may be made against storms and delay in cargo transference. It is a question whether the work has not been delayed too long, since the more enterprising port of Buenos Ayres has long since provided modern harbor facilities and has absorbed much of the business once done here. Then, the enormous tonnage originating at up-river ports will always operate against the rehabilitation of Montevideo as the chief port of the river Plata. It is promised that, within seven years, the works will be in full operation.

#### CATTLE INDUSTRY.

The fact that the stock raisers of Uruguay must find a more profitable way of getting their products to market has led to the organization of a meat refrigerating company, with ample capital, which will control the export of no fewer than 200,000 head annually.

Most of the cattle of Uruguay have been used for the production of *tasajo* or "jerked beef," for which a market has for nearly a century been found in Brazil, Cuba, and Porto Rico. But the net prices to the cattle raiser, as well as to the slaughterhouse managers, have been decreasing, and in view of the satisfactory returns of the Argentine fresh-meat enterprises, the Uruguay *estancieros* have taken steps to secure greater profits for themselves and a constant market for their entire surplus cattle and sheep product in the consuming centers of England and Continental Europe. It should be remembered that the slaughter of cattle for *tasajo* is a summer work wholly, leaving without a market the cattle that mature in the winter season. There will now appear in the European markets, from a new source, an annual supply of half a million of quarters of prime, sweet beef, alfalfa fattened, and also from one and a half to two million carcasses of good mutton. The Government has granted exceptional privileges to the refrigerating enterprise, which signalizes a new era in the cattle industry of the Republic.

#### UNITED STATES TRADE.

The outlook for enlargement in the demand for American manufactures is flattering. Fully 90 per cent of all the cultivated soil in the Republic is turned by American plows; about the same percentage of the coming harvest will be cut by American reapers and binders, and be bound with American twine; and in many other lines, American

products are finding their way into use. When we can control our own lines of transportation, with ships of modern build, and when rates can be made in our own ports, we shall see a decided increase in our imports into these countries.

ALBERT W. SWALM, *Consul*.

MONTEVIDEO, *November 30, 1902.*

## VENEZUELA.

### LA GUAIRA.

I submit the following statistics of imports and exports of this port for the year ended December 31, 1901. It is impossible to obtain statistics showing value of the commerce except as to quantity:

Imports from principal countries.	Tons.
United States of America .....	24,618.8
Great Britain.....	13,077.4
Germany.....	7,666.1
France.....	1,567.7
Spain.....	1,539.8
Holland.....	3,680.5
Italy.....	812.6

The foregoing figures show that the United States, besides keeping first place in exports to Venezuela, has increased her trade considerably over the year 1900. Great Britain, which follows, has gained in about the same proportion, and Germany is again a good third.

Imports by articles.	Packages.	Metric tons.
Merchandise.....	137,512	8,609.9
Hardware.....	55,180	2,250
Provisions and liquors.....	306,639	17,146.4
Kerosene.....	55,267	1,940.6
Oils (other than kerosene).....	9,108	538.6
Timber.....	19,110	1,696.3
Cement.....	20,261	3,419.9
Coal.....	.....	16,674.2
Machinery.....	714	129.3
Railway materials.....	8,447	562.6
Total.....	612,238	52,967.9

### *Exports at La Guaira for year ended December 31, 1901.*

Goods.	Packages.	Metric tons.
Bags of coffee.....	120,217	7,290.6
Bags of cocoa.....	70,085	3,774.2
Hides.....	80,068	782
Sundries.....	8,517	677
Total.....	278,877	12,523.8

*Coasting trade for year ended December 31, 1901.*

Articles.		Metric tons.
<b>IMPORTS.</b>		
Merchandise .....		14,654.7
Timber .....		2,741
Coal .....		248.3
<b>Total</b> .....		<b>17,644</b>
<b>EXPORTS.</b>		
Merchandise .....		5,564.4

*Statement showing imports and exports, with nationalities of ships, during the year 1901.***IMPORTS.**

Country.	Ships.		Metric tons.	Country.	Ships.		Metric tons.
	Steam-ship.	Sailing.			Steam-ship.	Sailing.	
German .....	24	1	8,417.5	Italian .....	10	.....	1,134
American .....	35	8	24,562.8	Norwegian .....	3	.....	1,833.7
Denmark .....	.....	8	1,161.6	Russian .....	7	.....	3,938
Spanish .....	12	.....	358.6	Swedish .....	1	.....	414.7
French .....	37	.....	2,117.8	Venezuelan .....	4	.....	130.2
Dutch .....	27	4	3,452.7	<b>Total</b> .....	205	35	52,967.9
English .....	60	4	5,471.9				

**EXPORTS.**

	Metric tons.
Coffee .....	7,290.6
Cocoa .....	3,774
Hides .....	782
Sundries .....	677
<b>Total</b> .....	<b>12,523.8</b>

Country.	Vessels.		Country.	Vessels.	
	Steam-ship.	Sailing.		Steam-ship.	Sailing.
American .....	28	1	English .....	27	.....
German .....	25	.....	Italian .....	9	.....
Spanish .....	13	.....	Venezuelan .....	1	8
French .....	32	.....	<b>Total</b> .....	173	9
Dutch .....	38	.....			

*Principal exports through port of La Guaira for twelve months ending June 30, 1902.*

Articles.	Number.	Metric tons.
Hides of cattle.....number..	87,409	833
Skins, goat and deer.....packages..	589	41.2
Coffee (washed).....bags..	121,603	7,290.4
Coffee (in shell).....do....	8,735	453
Cacao.....do....	97,288	5,238.9

Commerce in Venezuela has suffered considerably from the several revolutions which have taken place within the last few years. Production is curtailed, as plantation labor is employed to a great extent in warfare. This has also caused a diminution of imports, as the pur-

chasing power has grown smaller. The outlook for commercial prosperity is not at all bright, and unless peace is soon restored and the people again turn to steady agricultural labor, it will take many years to regain what has been lost. The foregoing statistics show that the imports of machinery and railway material are very small, which indicates that enterprise is at a standstill. No railways are being built and no foreign capital is being invested in this country, a country which has unbounded natural resources, and where with peace and security, a commercial development could be attained that would insure lasting prosperity to its people.

With the return of peace, there will also be a prospect for increased activity in the cattle business. Thousands of head of cattle have been shipped to Cuba within the last few years, and this item alone is a source of wealth to Venezuela, where, owing to the continuous warm climate, cattle can be raised with little care and expense. No housing of cattle is necessary, and on the vast plains of the interior is room for millions of animals, practically insuring an income to their owners without the outlay of money, excepting for fences and for shipment after the cattle are ready for the market.

The great mineral resources are untouched, owing to the lack of railways to the mines. All these things would be changed if capital were insured guarantees, and, if properly developed, the minerals of this country would be a source of income and of employment to many.

LOUIS GOLDSCHMIDT, *Consul*.

LA GUAIRA, August 30, 1902.

### MARACAIBO.

The country has suffered and is still suffering from disturbed political conditions. Venezuela is one of the richest countries in South America, but it is being exhausted by the strain of repeated revolutions.

By courtesy of Mr. Edward von Jess, the president of the chamber of commerce of Maracaibo, and chief of the largest foreign house in this city, I have received the latest report of the chamber, from which I translate. The Venezuelan Herald, a well-known English newspaper of Caracas, also has translated certain interesting extracts of which I make use.

As coffee is the principal staple of export, I shall begin with this valuable bean:

#### COFFEE.<sup>a</sup>

The coffee business became very important this last year, amounting in exportation to 55,700 tons in 1901, 45,500 in 1900, and 44,000 in 1899.

This increase is on account of several reasons, of which the principal ones are:

The disturbance of public peace has not allowed the transport to shipping ports during the last two years of all the coffee produced. Besides, several merchants of this place, in view of the rise of prices we have experienced since last October, have shipped the coffee that had accumulated. The abolishing of the export duties since May 1 has also favored shipments. The removal of this duty, which was equal to more than three-fourths of a cent per pound, has increased the price, which previously could scarcely cover the expenses of gathering and shipping. The coffee produced

<sup>a</sup> Report published in the first months of this year.

in these regions can be sold more profitably in the United States than elsewhere. The Tachira coffee, once confounded with that of Cucuta, is to-day in demand.

The washed qualities of Merida coffee, dark green, are in request in all the markets, but the best ones are London and Hamburg.

Some kinds of Boconó are profitable.

The Trujillo coffee is the cheapest, due to the irregularity in the size of the grain and the difference in color.

Coffee has sold during the year 1901, according to its origin and its quality, as follows:

	Cents.
January .....	6½ to 9½
February .....	6 to 9
March .....	6½ to 9½
April .....	6 to 9
May .....	6½ to 9
June .....	
July .....	
August .....	6 to 8½
September .....	
October .....	7 to 10½
November .....	7½ to 11
December .....	7½ to 10½

The very good qualities have obtained better prices, and have been placed easily.

The scarcity of labor makes us fear that the present crop will be much reduced.

A report from Brazil states that the plantations of that country have suffered on account of the scarcity of rains; but as the crops are still in bloom, the loss can not be exactly estimated.

The loss of this crop is covered, however, by the surplus of the product of last year. We think that our coffee prices will be the same during this year as at present; but qualities will be better and expenses comparatively low.

The coffee grower here suffers from lack of transportation facilities; the railroad service is too dear and animals are taken away for war service.

Only in the quality of the product have we certain advantages over other producing countries.

#### COCOA.

The exportation of this article has been as follows:

Year.	Bags.	Tons.
1898 .....	3,002	140
1899 .....	2,630	123
1900 .....	3,360	155
1901 .....	2,639	124

The period of greatest exportation was in 1900, which we explain by the necessity to which we were subjected of paying debts abroad with this product, as coffee was not sufficient on account of its low prices; and also to the good demand for cocoa at that time. Exportations have been made to the United States as well as to Europe. An important loss in the crop occurred last year through the scarcity of rains, which spoiled the quality.

Most of the exports have come from Merida State, as this quality is much demanded by consumers on account of the regular size of the bean and its superior quality.

In this place we consume little of the cocoa, and we generally choose the best quality for exportation and leave the inferior for home consumption.

The resolution of the National Government abolishing the export duties has been of great help to the planter, as previously he could scarcely make enough to cover expenses.

The great Guayaquil (Ecuador) crop in the year 1901-1902 lowered prices; and it is probable that there will be no profit during this year in the crop of this State and of Merida.

#### WOODS.

In the first place, we shall, owing to its importance, give attention to lapatera, which is exported to Europe and the United States.

In the last two years, the shipments of this wood have increased to such an extent that 6,000 tons were sent abroad during that period. This quantity being in excess of the consumption of foreign markets, depression followed, so that instead of \$11 or \$12, cutters, can now hardly obtain only \$8 or \$9.

*Ebony* figures in the second place. This wood does not have the consistency, fineness, or color of that which comes from Africa. It has a limited consumption in Europe, almost none in the United States, and having been excessively exported, is suffering in the same way as "lapatera." The quantity exported this year is estimated at a thousand tons.

The cutters of this wood eight or ten years ago obtained \$10 to \$12 per ton for small lots, but this price has declined year by year until now the highest value obtainable is \$7 per ton.

*Vera*.—Owing to the late war in Cuba, guayacán became scarce, and this wood, under the name of "bastard guayacán," met with a good reception; sales were made in England for as much as £5 (\$24) per ton. But as soon as affairs resumed their normal condition in the island, and a supply of the genuine wood came into the market, vera fell so low that it is quoted as unsalable abroad.

*Cedar*.—This wood is so far removed from the shipping points that not only is it difficult to obtain it, but also the cost is so high that it has ceased to be exported, and its consumption is limited to La Guaira and Maracaibo. When 18 inches wide and 12 thick, it brings \$2.50 to \$3 per yard.

Besides those mentioned no other woods are exported.

*Dividivi*.—This grows wild in our savannas. The quantity and quality of the crop depends on the rain. Last year about 8,000,000 pounds were exported, including 600,000 pounds from Goagira.

The maximum price obtained for the crop was 90 cents per hundredweight, which, together with the expenses of warehousing, shipping, etc., brought the maximum cost to \$1.10 for the article placed on board for exportation. Next year's crop will be very small, and will scarcely reach 2,100,000 pounds. Prices will be the same as last year's.

#### FREIGHTS.

Owing to the scarcity of direct sailing vessels for Europe, the greater part of the wood is sent in schooners to Curaçao and thence by steamships to Europe, the freight being as follows: From Maracaibo to Curaçao, \$3.75 to \$4.25 a ton; from Curaçao to Liverpool, 21 shillings (\$5.10); from Curaçao to Havre, Hamburg, Amsterdam, etc., 24 to 25 shillings (\$5.83 to \$6.08) per ton of 2,240 pounds.

Small quantities for New York are shipped via Curaçao, also in steamers and sailing vessels, at a charge of \$3.

Lately, the Red "D" steamer line has taken it from here at \$4 per ton, but only when the boats have no other cargo, such as coffee, etc., which they prefer.

#### INDIA RUBBER.

Various attempts have been made to develop this industry, but none has given the results expected.

The climate and soil are favorable to the cultivation of the plant, which is found wild in many forests of the State. By planting fruit trees with it, a remunerative return could be obtained within a few years. The exploitation of the wild caoutchouc failed principally for the following reasons:

1. Scarcity of the trees in the forests.
2. Inclemency of the climate and the great natural difficulties in the way of setting up establishments within the rubber districts.
3. Scarcity of labor and paucity of technical knowledge as regards extracting and preparing gum.

The average quality exported in the year 1901 sold as follows: In Germany, 3 marks (\$0.71) a half kilo (1.1 lbs.); in the United States, 60 cents a pound. A French specialist classified samples sent him as "first-class gum badly prepared."

#### CATTLE.

As Venezuela is possessed of magnificent lands on the margins of her rivers (which retain their waters during all seasons of the year), of abundant pasturage, and of facilities for obtaining excellent cattle for food, it can not be explained why this industry is not duly developed. The cause can only be the fear of loss from the continuous wars from which we have lately suffered. Some ranches have been started along the rivers Escalante, Lulia, Motatán, and Limón, and have given good results up to a certain point, but progress has been arrested awaiting the establishment of



peace. The same has occurred in the districts of Bolivar, Hiranda, and Perija, where there also exist very good lands for the establishment of large farms.

We have seen very good beef animals already in the market from those regions, but not sufficient to satisfy the demands for consumption.

The market takes monthly from 750 to 800 head of cattle, and the price to-day is the average which has been maintained during the past two years, namely, \$2 per arroba (25 pounds) for fat meat and \$1.25 for lean.

#### EARTHENWARE.

We can not be said to have an earthenware industry, as our produce in this line is limited to a few cooking utensils and vessels for holding water, all handmade, by women, in the most rudimentary manner. These articles are consumed in the locality where produced or are sent to other parts of the State.

#### CLAY.

This is another branch of industry which is still in its infancy among us. The two best equipped factories (containing more or less modern machinery) do not turn out as good articles as formerly. Several minor potteries also exist, which follow the same methods that were introduced when the colony was settled. The clay of which the tiles and bricks are manufactured is found around the city.

#### SALT.

Salt is imported from Coche, packed in sacks of 125 pounds net, and brought here in schooners. It is then distributed through the State of Tachira and a part of the department of Santander, in the Republic of Colombia. The salt from the mines of Coche is white and firm. In the present year, owing to the closing of the port of Villamizer, the quantity sent to Cucuta has been small, and even that sent to Tachira has been greatly diminished. The government of that state has imported a large quantity of salt from Sinamaica, which obliged traders in this line to limit their importation.

This year 1,158 tons have been imported from Coche.

The salt which is consumed in this State and in Trujillo and Nerida is obtained from the districts known as "La Hoyada," "Salina Rica," and "El Caño." For the most part it is yellowish in color. White salt is also obtained from the island of San Carlos, but it is inferior to that of Ceiba.

The salting industry in this state has suffered considerably since the imposition of heavy duties on the salt, and very small indeed is the profit obtained by the owners of pits and mines, since the price of 10 bolivars (\$1.93) formerly obtained for a fanega (430 pounds) of salt has been reduced to an average of Bs. 4.50 (\$0.87), from which must be deducted the expenses of exploitation, which, including delivery to the purchaser, reaches almost two bolivars (\$0.33). It is also rumored that the working of the pits and mines will no longer be permitted. It is impossible to say how true this may be, but we are assured that the director of the salt mines of this city has refused the requisite permission for next year.

The salt is generally packed in gunny sacks and then in packages of 105 pounds, gross weight.

The income obtained by the nation from the salt mines of this State is very considerable. During the year 1901, 3,363 tons were exported, which paid duty amounting almost to \$190,000. In the quantity exported must be included 598 tons sent to the government of Tachira by order of the nation. The remainder was for the greater part destined for the State of Trujillo.

#### HIDES AND SKINS.

The export of hides has somewhat decreased. The reason of it is that fewer animals have been slaughtered, as we have not so many soldiers to support in this district as last year.

For the same reason, fewer skins have been brought to market.

#### ASPHALT.

The Uvalde Asphalt Paving Company, of New York, has bought the Inciarte asphalt mines, near the river Limón, below Maracaibo. Notwithstanding the drawback of unusual rains and the scarcity of laborers, caused by the civil wars, the company has finished the railroad to the

mines. Large refining establishments are in operation, and already they are able to ship about 2,000 tons per month. As these mines produce a first-class asphalt and the supply is considered inexhaustible, there is no doubt that the enterprise is a success. Already several thousand tons have been shipped.

It is well known that this consular district contains much asphaltum, and there is no doubt that when peace has been restored this article will be a source of much wealth to this part of Venezuela.

Should the Perijá Railroad (for which a concession has been taken out) be built, it will open many new fields for agriculture, husbandry, and mining, as that part of the country is known to be rich in minerals, asphaltum, and petroleum.

E. H. PLUMACHER, *Consul.*

MARACAIBO, *September 20, 1902.*

### PUERTO CABELLO.

I submit figures of trade for the year ended June 30, 1902.

#### EXPORTS.

Articles and country of destination.	Quantities.	Value, U. S. currency.
<b>Blueing (pounds):</b>		
France.....	587	\$294. 00
<b>Bags (pounds):</b>		
Holland.....	14, 300	1, 000. 00
<b>Coffee (pounds):</b>		
France.....	9, 899, 328	
Spain.....	1, 584, 149	
United States.....	1, 442, 892	
Germany.....	1, 309, 523	
Holland.....	773, 580	
Italy.....	211, 274	
Cuba.....	23, 400	
<b>Total.....</b>	<b>15, 194, 096</b>	<b>1, 006, 359. 00</b>
<b>Cocoa (pounds):</b>		
France.....	1, 293, 286	
Spain.....	171, 262	
United States.....	138, 820	
Germany.....	124, 788	
England.....	78, 482	
Italy.....	2, 390	
Holland.....	101	
<b>Total.....</b>	<b>1, 809, 199</b>	<b>267, 158. 00</b>
<b>Cattle (head):</b>		
Cuba.....	49, 722	
Holland.....	5, 806	
<b>Total.....</b>	<b>55, 527</b>	<b>1, 641, 264. 70</b>
<b>Copra (pounds):</b>		
France.....	171, 689	
Germany.....	25, 682	
Holland.....	19, 269	
<b>Total.....</b>	<b>216, 640</b>	<b>3, 808. 00</b>
<b>Corn (pounds):</b>		
United States.....	29, 826	265. 00
<b>Cotton (pounds):</b>		
France.....	19, 025	
England.....	14, 044	
<b>Total.....</b>	<b>33, 069</b>	<b>2, 730. 00</b>

## EXPORTS—Continued.

Articles and country of destination.	Quantities.	Value, U. S. currency.
<b>Cocoanuts (number):</b>		
United States .....	15,300	
Holland .....	1,300	
Total .....	16,600	\$486.00
<b>Copper, scrap (pounds):</b>		
Italy .....	19,515	
Germany .....	11,679	
France .....	3,514	
Spain .....	3,384	
Total .....	38,092	1,946.00
<b>Donkeys (head):</b>		
Cuba .....	38	1,520.00
<b>Divi-divi (pounds):</b>		
Holland .....	121,440	
Italy .....	69,864	
Total .....	191,304	2,400.00
<b>Fruits (pounds):</b>		
Holland .....	16,535	165.37
<b>Hides, deer (pounds):</b>		
United States .....	47,134	
France .....	253	
Total .....	47,387	11,437.11
<b>Hides, goat (pounds):</b>		
United States .....	256,928	
France .....	227,416	
Holland .....	615	
Total .....	486,969	107,775.00
<b>Hides, oxen (pounds):</b>		
United States .....	1,135,133	
Holland .....	21,976	
France .....	3,454	
Total .....	1,160,563	176,100.17
<b>Horses (head):</b>		
Cuba .....	96	
Holland .....	5	
Total .....	100	2,000.00
<b>Horns (pounds):</b>		
Italy .....	9,156	
Germany .....	6,912	
Spain .....	2,299	
France .....	2,050	
Total .....	20,417	1,202.36
<b>Machinery, old (packages):</b>		
United States .....	22	414.95
<b>Mahogany (feet):</b>		
United States .....	12,300	961.54
<b>Minerals (barrels):</b>		
United States .....	1	5.23
<b>Miscellaneous (pounds):</b>		
Holland .....	65,723	
Italy .....	21,568	
France .....	12,820	
Germany .....	12,090	
Spain .....	1,410	
Total .....	113,611	3,200.12
<b>Product of sugar cane (pounds):</b>		
Holland .....	62,247	2,390.00
<b>Photographs (packages):</b>		
United States .....	1	60.00
<b>Quinine (pounds):</b>		
France .....	15,700	
Germany .....	1,069	
United States .....	43	
Total .....	16,812	1,280.06

## EXPORTS—Continued.

Articles and country of destination.	Quantities.	Value, U. S. currency.
Shells (boxes):		
United States .....	4	\$37.83
Wood, timber (pounds):		
Germany.....	948,204	
France.....	29,670	
Italy.....	3,000	
Total.....	980,874	6,886.00

## RECAPITULATION.

Cuba .....	(heads .....	49,855	.....
France .....	(pounds..	23,400	1,623,321.75
	do .....	11,678,892	861,933.06
	do .....	3,062,283	.....
United States.....	boxes .....	4	.....
	barrels .....	1	.....
	feet .....	12,300	.....
	number .....	15,800	.....
	packages .....	23	425,983.33
Spain.....	pounds .....	1,712,524	118,871.00
Germany.....	do .....	2,439,945	109,363.92
	do .....	1,095,786	.....
Holland .....	number .....	1,300	.....
	heads .....	5,810	66,657.93
Italy.....	pounds .....	366,767	19,921.50
England.....	do .....	92,476	12,036.00
Total.....			3,243,096.49

## IMPORTS.

Articles and countries of origin.	Quantity.	Articles and countries of origin.	Quantity.
Agricultural implements:	<i>Pounds.</i>	Bottles—Continued.	<i>Pounds.</i>
England .....	152,961	England .....	930
Germany .....	36,906	Spain .....	15
Holland .....	7,568	Total.....	6,043
United States .....	3,326	Bluing:	
France.....	596	Germany.....	4,184
Total.....	201,381	United States .....	765
Ammunition: Germany .....	10,461	Total.....	4,949
Advertisements: United States .....	1,621	Books:	
Apples: United States.....	2,334	Germany .....	1,036
Acid:		United States .....	233
Acetic—		France.....	77
Germany .....	3,414	Total.....	1,346
United States .....	374	Barley: Germany.....	4,536
Total.....	3,788	Beer:	
Muriatic—		Germany.....	201,255
Germany.....	257	England .....	65,216
United States .....	253	United States.....	200
Total.....	510	Total.....	266,671
Sulphuric—United States.....	5,206	Butter:	
Bran: United States .....	1,066	United States.....	154,270
Brewing supplies:		Germany.....	105,017
United States .....	486	Holland.....	3,738
England .....	50	Italy.....	583
Total.....	536	Total.....	263,603
Blackening: United States.....	400	Brown linen:	
Bottles:		Germany.....	12,119
United States .....	1,931	England .....	10,441
Germany .....	2,625	Total.....	22,560
Holland .....	1,542		

## IMPORTS—Continued.

Articles and countries of origin.	Quantity.	Articles and countries of origin.	Quantity.
	<i>Pounds.</i>		<i>Pounds.</i>
Carts, hand: United States.....	1,170	Copper plate:	
Carriages: United States.....	1,362	Germany.....	838
		England.....	145
Canary seed:		Total.....	983
Germany.....	5,478	Corn: United States.....	163,656
France.....	811		
Spain.....	696	Cheese:	
Total.....	6,984	Holland.....	62,560
Canned goods:		Germany.....	5,885
France.....	12,085	France.....	2,289
Germany.....	10,467	Italy.....	1,306
United States.....	8,524	Spain.....	763
Italy.....	2,725	United States.....	386
England.....	1,161	England.....	41
Spain.....	258	Total.....	73,751
Holland.....	52		
Total.....	85,217	Demijohns:	
Cinnamon bark: United States.....	8,661	Germany.....	13,850
Creolene: Germany.....	5,629	Italy.....	292
		Total.....	14,142
Confectionery:			
France.....	9,721	Dry goods:	
England.....	4,179	England.....	998,790
Germany.....	3,823	Germany.....	885,356
United States.....	2,686	United States.....	253,144
Spain.....	1,686	Holland.....	148,082
Italy.....	440	France.....	71,296
Total.....	22,544	Spain.....	33,763
		Italy.....	9,688
Cement:		Total.....	1,875,296
Germany.....	427,845	Drugs and medicines:	
England.....	386,210	Holland.....	196,394
United States.....	154,864	Germany.....	94,556
Holland.....	89,549	United States.....	62,673
Total.....	1,017,468	England.....	30,861
		France.....	19,729
Corks: Germany.....	68	Italy.....	145
		Spain.....	132
Coal for private use:		Total.....	394,932
England.....	608,504	Disinfectant, Germany.....	11,456
Germany.....	19,378		
Total.....	622,877	Electric-light materials:	
Cigarettes: United States.....	365	United States.....	29,306
		England.....	22,328
Crackers:		Total.....	51,639
United States.....	59,621	Earthenware:	
Germany.....	24,088	Germany.....	261,915
England.....	1,676	France.....	3,179
Spain.....	852	England.....	2,640
France.....	116	United States.....	301
Total.....	86,308	Total.....	268,035
Cornstarch: United States.....	28,694		
		Epsom salts:	
Candles:		Germany.....	12,102
United States.....	13,051	United States.....	5,563
Germany.....	798	England.....	508
Total.....	13,849	Total.....	18,168
Cereals: United States.....	323,724		
		Flour:	
Cordage:		United States.....	2,733,514
Spain.....	2,519	Germany.....	68
United States.....	1,419	Total.....	2,733,577
Italy.....	1,075		
Germany.....	600	Furniture:	
Total.....	5,613	England.....	2,312
		United States.....	1,828
		Germany.....	1,277
		Total.....	5,413

## IMPORTS—Continued.

Articles and countries of origin.	Quantity.	Articles and countries of origin.	Quantity.
<b>Fruits, dried:</b>	<i>Pounds.</i>	<b>Lamp wicks:</b>	<i>Pounds.</i>
France.....	8,680	United States.....	2,270
United States.....	4,050	France.....	2,026
Italy.....	4,049	Germany.....	1,220
Spain.....	1,260	Holland.....	118
Germany.....	1,012	Total.....	5,634
England.....	30	<b>Lard, United States.....</b>	<b>270,210</b>
Total.....	19,061	<b>Liquors:</b>	
<b>Fish, dried:</b>		France.....	63,850
United States.....	28,005	Germany.....	18,299
Germany.....	1,152	Holland.....	1,651
Italy.....	604	England.....	1,817
France.....	255	Spain.....	596
Holland.....	153	United States.....	41
Total.....	30,169	Total.....	85,968
<b>Firecrackers, United States.....</b>	<b>1,735</b>	<b>Liquors, sweet:</b>	
<b>Glue, Germany.....</b>	<b>2,153</b>	England.....	9,345
<b>Guns, United States.....</b>	<b>99</b>	Spain.....	8,275
<b>Gum:</b>		France.....	2,126
Germany.....	1,326	Germany.....	222
France.....	682	Holland.....	176
Italy.....	587	United States.....	112
Total.....	2,595	Italy.....	79
<b>Hardware:</b>		Total.....	15,835
Germany.....	216,728	<b>Lavender water:</b>	
England.....	92,964	Spain.....	506
United States.....	88,565	France.....	96
France.....	16,888	Total.....	602
Italy.....	1,245	<b>Miscellaneous:</b>	
Holland.....	134	United States.....	9,539
Total.....	416,514	Germany.....	9,222
<b>Hams:</b>		France.....	1,687
United States.....	52,984	England.....	765
Germany.....	958	Italy.....	472
England.....	129	Spain.....	52
Total.....	53,871	Total.....	21,287
<b>Hats and materials:</b>		<b>Matches, Germany.....</b>	<b>28,007</b>
Germany.....	6,421	<b>Meat, salted, United States.....</b>	<b>1,986</b>
England.....	3,583	<b>Machinery:</b>	
Italy.....	991	United States.....	18,684
France.....	490	Germany.....	6,879
United States.....	107	Italy.....	2,968
Total.....	11,592	England.....	822
<b>Hops, United States.....</b>	<b>220</b>	France.....	77
<b>Ink, writing and printing:</b>		Total.....	29,390
Germany.....	3,898	<b>Monuments:</b>	
United States.....	827	Italy.....	19,571
France.....	266	Germany.....	1,820
Total.....	4,991	Total.....	20,891
<b>Iron and zinc, galvanized:</b>		<b>Milk, condensed:</b>	
England.....	13,496	Germany.....	574
Germany.....	3,737	United States.....	198
United States.....	1,999	England.....	52
Total.....	19,232	Total.....	824
<b>Leather:</b>		<b>Olives:</b>	
Germany.....	7,435	France.....	16,587
France.....	2,074	Spain.....	14,845
United States.....	2,043	United States.....	6,922
Italy.....	490	Italy.....	1,236
Total.....	12,042	England.....	85
<b>Lumber, United States.....</b>	<b>14,918</b>	Total.....	39,675

## IMPORTS—Continued.

Articles and countries of origin.	Quantity.	Articles and countries of origin.	Quantity.
	Pounds.		Pounds.
Oatmeal:		Phonographs, United States .....	147
United States .....	2,267	Plaster paris, Spain .....	398
Germany .....	160		
Total .....	2,427	Playing cards:	
Orange-flower water, France .....	2,237	Germany .....	466
Oil:		Spain .....	231
Kerosene, United States .....	2,066,225	England .....	231
		Total .....	928
Sweet—		Pasteboard books:	
Italy .....	118,582	Germany .....	424
Spain .....	20,750	France .....	374
France .....	17,854	Total .....	798
United States .....	6,419	Photograph supplies, United States .....	268
Germany .....	1,307		
Total .....	164,912	Rice:	
Linseed—		Germany .....	2,010,403
Germany .....	4,906	United States .....	10,042
England .....	2,023	Holland .....	9,917
Holland .....	1,764	Italy .....	2,138
United States .....	780	Total .....	2,032,500
Total .....	9,422	Rope, United States .....	116,086
Machinery—		Rosin, United States .....	514,797
United States .....	33,921		
Germany .....	4,078	Railway supplies:	
Total .....	37,999	England .....	120,771
Oilcloth, United States .....	455	United States .....	629
		Total .....	121,400
Onions:		Seeds:	
Germany .....	7,496	United States .....	9,321
United States .....	1,946	Germany .....	4,147
Spain .....	1,067	Italy .....	501
Total .....	10,508	Spain .....	497
Oakum, United States .....	939	France .....	198
		Total .....	14,659
Pickles:		Sirups:	
England .....	24,665	Spain .....	602
Holland .....	6,830	France .....	127
France .....	3,119	Total .....	729
Germany .....	67	Strings, musical instruments:	
Total .....	33,681	Spain .....	435
Paint:		Germany .....	28
United States .....	10,403	France .....	13
Germany .....	9,464	Total .....	476
Holland .....	1,555	Statuary, Spain .....	853
England .....	1,183		
France .....	517	Spices:	
Total .....	23,102	Germany .....	28,110
Paper:		Spain .....	16,400
Germany .....	263,095	United States .....	15,729
Spain .....	18,308	France .....	14,080
Holland .....	12,696	Italy .....	8,645
France .....	9,657	Total .....	83,174
Italy .....	7,459	Sugar:	
United States .....	3,967	United States .....	228
England .....	2,503	Germany .....	118
Total .....	318,274	Total .....	346
Potatoes:		Sardines:	
United States .....	35,382	Spain .....	42,391
Germany .....	27,277	Germany .....	25,671
France .....	1,320	France .....	11,820
Total .....	63,979	Italy .....	506
Perfumery:		Total .....	80,288
France .....	8,790		
Germany .....	6,064		
United States .....	5,616		
Italy .....	149		
Total .....	20,518		

## IMPORTS—Continued.

Articles and countries of origin.	Quantity.	Articles and countries of origin.	Quantity.
	<i>Pounds.</i>		<i>Pounds.</i>
<b>Stationery:</b>		<b>Timber, pine, United States</b> .....	18,815
United States .....	576	Tallow, United States .....	803
Germany .....	167	Type, printers', United States .....	33
France .....	57		
Total .....	800	<b>Toys:</b>	
		United States .....	125
<b>Sausage:</b>		France .....	96
Germany .....	1,101	Germany .....	44
Italy .....	980	Total .....	265
United States .....	203		
France .....	121	<b>Tea:</b>	
Total .....	2,405	Germany .....	55
		England .....	28
<b>Shoe materials:</b>		Total .....	83
France .....	1,013		
Germany .....	429	<b>Thread:</b>	
England .....	57	England .....	2,120
Total .....	1,499	United States .....	2,035
		Germany .....	638
<b>Sago, Germany</b> .....	8,324	France .....	576
		Total .....	5,369
<b>Sterine and paraffin:</b>		<b>Vinegar:</b>	
Holland .....	142,117	France .....	3,227
Germany .....	15,386	Germany .....	1,027
United States .....	1,008	Spain .....	380
Total .....	158,506	Total .....	4,634
<b>Spirits of turpentine, United States</b> .....	1,678		
		<b>Vegetables:</b>	
<b>Soda, caustic:</b>		Spain .....	1,320
England .....	111,781	United States .....	415
United States .....	27,160	France .....	219
Germany .....	805	Germany .....	118
Total .....	139,246	Total .....	2,072
<b>Scales, United States</b> .....	2,815		
		<b>Vermicelli, United States</b> .....	3,654
<b>Tobacco:</b>			
United States .....	25,249	<b>Water, mineral:</b>	
Spain .....	1,452	Germany .....	83,235
Germany .....	52	France .....	4,478
Total .....	26,753	Italy .....	8,388
		Spain .....	308
<b>Tar:</b>		England .....	50
Germany .....	7,396	Total .....	41,459
United States .....	5,163		
Total .....	12,559	<b>Wire, barbed, United States</b> .....	190,528
<b>Twine:</b>		<b>Wines:</b>	
United States .....	20,990	Spain .....	553,555
Germany .....	11,888	France .....	163,059
Italy .....	5,712	Italy .....	81,808
Spain .....	875	Germany .....	6,542
England .....	613	England .....	3,226
France .....	607	Holland .....	715
Total .....	40,705	Total .....	808,905
		<b>Yarn:</b>	
		Germany .....	334
		England .....	321
		Total .....	655



*Total imports, all countries.*

Country.	Quantity.	Value, U. S. currency.
	<i>Pounds.</i>	
England .....	2,680,093	\$278,626.43
United States .....	7,678,652	277,470.22
Germany .....	4,406,869	258,084.95
Spain .....	721,656	76,291.48
Holland .....	636,934	69,995.87
France .....	479,155	62,446.19
Italy .....	279,314	20,067.21
Total .....	16,882,675	1,042,982.26

The imports for 1902 show that again England leads in trade in the consular district of Puerto Cabello. The United States, Germany, Spain, Holland, France, and Italy follow; but when compared with 1901, there is a decrease in the total imports of \$1,328,467.26. Political troubles are accountable for the decrease. At this writing, business of all kinds is completely paralyzed.

The exports for 1902 show that again Cuba leads in purchases, with France, the United States, Spain, Germany, Holland, Italy, and England following; but when compared with 1901, there is a decrease in the exports of \$94,126.33. Had it been possible to fill the cattle contracts for Cuba, 1902 would have shown an increase.

Among the many things necessary to maintain and increase the trade of the United States with Venezuela are the following: Manufacturers must supply the merchant here with what he asks for, without questioning its size, style, pattern, color, etc., or attempting to substitute other designs. The trade is peculiar and will not accept new ideas readily. It is important that this market be thoroughly investigated by competent commercial men, understanding the tropical merchant and able to speak sufficient Spanish to explain the superiority of their products. Much has been written about the six and twelve months' credit given merchants in tropical countries by English and German houses. I am confident that firms in the United States not desiring to give such long time can so fix the prices of their wares that the merchant here will purchase them even if he must pay cash. Commercial agents would soon regulate such matters.

## INDUSTRIES.

The industries of this district are the following: Breweries, two, German capital; capacity of tanks, about 5,000 gallons; both manufacture ice. Bakeries, eight; most of them French capital; product, bread, crackers, and cakes. Cigar and cigarette manufactories, Venezuelan capital; some foreign tobacco is used, but the majority is produced in the celebrated Capadara district of Venezuela. Candle manufactories, four; one German capital. Cotton-cloth manufactory, one; Venezuelan capital. Electric-light plants, two, United States capital; one in Valencia and other in Puerto Cabello; supply light to cities and residences; managers of both are Americans. Corn meal grinding mills, twelve, Venezuelan capital. Hat manufactories, four; French, Italian, and Venezuelan capital. Marble quarry, one, German capital; marble said to be superior to that of Italy. Marble works, one, German

capital; makes monuments, tombstones, table tops, slabs, etc. Medicine manufactories, eight, most of German capital. Cocoanut-oil manufactories, two, German capital; product consumed here. Rum and bay-rum distilleries, four, Venezuelan capital. Shoe manufactories, ten (some small), French and Venezuelan capital; alpargates, similar to sandals, are the popular footwear; fine shoes are also made. Soap manufactories, four, German capital; a good article is produced; cocoanut oil is used in its manufacture. Saw and woodworking mills, three, French and Venezuelan capital; modern machinery and saws are employed; considerable pine from the United States is used.

#### RAILWAYS.

**Puerto Cabello and Valencia Railway;** English capital; 33 miles in length, 3 feet 6 inches gauge; connects the port of Puerto Cabello with Caracas via the German Railway from Valencia. Its manager is an Englishman.

**Bolivar Railway;** English capital; about 100 miles in length; 2-foot gauge; connects the port of Puerto Cabello with the city of Barquisimeto, and via daily steamer with its northern terminal, the port of Tucacas. Its manager is an Englishman.

#### STEAMERS.

Puerto Cabello is connected with foreign countries by steamers every month, as follows: United States—Four American, Red D Line; 4 Dutch, and 1 English. England—One English. Germany—Four German, 4 Dutch. France—Four French. Italy—Two Italian. Spain—Two Spanish.

LUTHER T. ELSWORTH, *Consul.*

PUERTO CABELLO, *August 1, 1902.*

## ASIA.

### ADEN.

The following report is for the year ended March 31, 1902, and the statistics cover the same period.

#### GENERAL TRADE.

The trade of Aden during the past twelve months has been very good. The port and the surrounding country have been comparatively free from plague and other epidemics, which last year so greatly demoralized business. The raids and the plundering of caravans by the Mad Mullah have practically ceased along the Somali coast, and the avenues of trade throughout Somali land, the Galla country, and Abyssinia have been unobstructed. The droughts have had no bad effect on trade. The coffee crop of Arabia and Abyssinia was an unusually good one, and while prices were not high, business has been active.

The trade of this port last year amounted to \$29,770,775, an increase over the previous year of \$5,728,965, as will be seen from the following table:

Years.	Private merchandise.	Government merchandise.	Treasury.	Total.
1900-1901 .....	\$22,078,385	\$168,108	\$1,642,169	\$23,941,510
1901-2 .....	26,700,174	.....	3,070,581	29,770,755

The increase in trade—about equally divided between imports and exports—is due to the extension farther into the interior of Africa and Arabia of the civilizing influence of European nations, and to the guaranteeing of safer transportation of goods to and from the coast. There has been a great shrinkage in the importation of government merchandise.

The opening of the French line of railway through Djibouti, extending about 100 miles toward Harrar, and the establishment of local steamers between Djibouti and Aden have considerably increased the trade of Aden.

There has been practically no trouble among the tribes of Somali-land and Arabia, and this has done much to restore confidence to the small merchants throughout the country, who have been more active in bringing their products to Aden than for many years.

The increased trade of Aden has not reacted unfavorably upon other Red Sea ports that are visited by the Khedival line of steamers, and when the trade of this section is considered collectively, it is seen that the past year has been particularly prosperous. The demand for coffee, sheep, goatskins, gum arabic, mother-of-pearl shells, civet, and other products has been especially active.

In my last year's report, I expressed a fear that the free port of Djibouti, upon the opening of the Djibouti Railway, would detract considerably from the trade of Aden. This fear, however, does not seem to have been well grounded, since goods consigned to the districts traversed by the railway still pass through the hands of Aden dealers. The principal reason for this seems to be hesitancy on part of importing merchants to establish branch houses in Djibouti.

## COFFEE.

Although the average price of coffee was a good deal lower than that recorded in any previous year, the volume of trade in this article has been larger than any other season in the past decade. The price is lower, not because of overproduction, but rather on account of the lack of faith in European and American markets of the coffee being genuine Mocha. The erroneous impression which has gone abroad that it is almost impossible to buy pure Mocha coffee, and that importers into England and America are mixing the pure Mocha with coffees of inferior grade, is detrimental to the Arab producer. The declared valuation of the exportation of Mocha coffee during the twelve months ended March 31, 1902, was \$2,445,541, an increase of \$388,830 over that of the previous year. The total amount of coffee exported was 157,758 hundredweight.

France is the largest buyer of Mocha coffee, with the United States as second, as will be seen from the following table:

The total exportation of coffee is as follows:

Countries.	Quantities.	Value.
	<i>Cwt.</i>	
United States .....	33,214	\$641,226
United Kingdom .....	21,569	377,244
France .....	51,272	844,825
Germany .....	8,142	54,808
All other countries .....	43,531	427,248
<b>Total .....</b>	<b>157,758</b>	<b>2,445,551</b>

## TRADE WITH UNITED STATES.

The total trade of Aden with the United States for the year ended March 31, 1902, was:

Imports .....	\$1,526,618
Exports .....	2,022,937
<b>Total .....</b>	<b>3,549,555</b>

The total trade of this consular district with the United States last year shows an increase over that of the preceding twelve months of more than half a million dollars, as will be seen from the following figures:

Year.	Imports.	Exports.	Total.
1901-2 .....	\$1,526,618	\$2,022,937	\$3,549,555
1900-1901 .....	1,273,132	1,648,471	2,921,603
<b>Increase in 1901-2 .....</b>	<b>253,486</b>	<b>374,466</b>	<b>628,952</b>

The following table shows the articles of export to the United States and their valuation, as given in consular invoices:

Articles.	1900-1901.	1901-1902.
Aloes, socotrine.....	\$526.82	.....
Carpets.....	.....	\$177.61
Civet.....	6,600.12	1,206.94
Cigarettes.....	78.49	.....
Coffee.....	291,944.67	414,989.86
Curios.....	.....	128.92
Feathers, ostrich.....	2,146.55	.....
Gum arabic.....	.....	1,896.22
Gum myrrh.....	876.56	565.92
Horns.....	.....	17.85
Iron ore.....	.....	3,406.29
Ivory.....	83,624.06	82,353.00
Rugs.....	.....	270.71
Skins, goat and sheep.....	1,812,774.36	1,517,922.89
Total exports.....	1,648,471.32	2,022,987.12

#### SHEEP AND GOAT SKINS.

The sheep and goat skin trade has been very active, and for the purchase of the 5,000,000 or 6,000,000 skins annually offered for sale on this market, the competition has been acute. The average price during the last year has been slightly lower, but the number of skins sold increased about 800,000, the United States taking direct from Aden about 70 per cent.

The total export of skins for the year has been as follows:

#### Total exportation of goat and sheep skins.

Countries.	Quantities.	Value.
	<i>Scores.</i>	
United States.....	187,848½	\$1,414,880
United Kingdom.....	24,089	137,547
Germany.....	9,218½	63,625
France.....	18,598½	152,275
All other countries.....	21,208	117,218
Total.....	260,907½	1,885,716

#### IMPORTS OF COTTON GOODS.

I regret that I am unable to secure data either as to imports by countries or as to the different articles of importation. The trade returns have not yet been issued. The most important import to Americans, however, is that of cotton fabrics, and I have been able to procure the following statistics:

#### Imports of cotton fabrics for the year ended March 31, 1902.

Countries.	Class.		
	Gray.	Bleached.	Colored.
	<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>
United States.....	30,893,139	78,000	.....
United Kingdom.....	1,005,370	3,418,792	1,994,822
India.....	9,868,884	2,276,242	6,480,858
Austria.....	763,500	7,600	39,549
Other countries.....	75,884	31,071	1,260,132
Total.....	42,106,777	5,811,705	9,775,132

Last year was the banner year for the importation of cotton fabrics. The United States enjoyed the greatest increase of trade; in fact, her augmented share was more than that of all other countries combined. In gray domestic, the United States has hit upon the very thing that pleases the native, and our trade in this line in the future seems destined to be of very much greater importance. The native will not buy any other than the American gray domestic. The United States has also increased the sale of bleached domestic here. The bleached goods, however, are not so popular as the gray; but when the former get to be as well known as those of English and of Indian manufacture, they will no doubt capture a fair share of the trade.

Colored cottons continue to come principally from India.

The imports of unclassified cotton fabrics, such as piece goods, handkerchiefs, etc., were about the same as for last year, and continue to come from the same manufacturers.

#### KEROSENE OIL.

Kerosene oil has lost its position as second in importance among the imports from the United States. During the year, there were imported only 63,200 gallons from the United States, against 701,636 gallons from Russia.

#### WHEAT FLOUR.

While the importation of American flour noted in my last annual report was not at first a success, the experiment has opened the way for the shipment of a considerable quantity of this article to Aden and Red Sea ports. From the subjoined table, it will be seen that there has been \$24,540 worth of flour imported at Aden. It has been giving fair satisfaction. The price is a little higher than for flour from India, but the natives have tested and appreciate its quality. American flour has come to stay.

*Imports from the United States for the year ended March 31, 1901.*

Articles.	Value.	Articles.	Value.
Boots and shoes .....	\$324	Provisions:	
Carriages .....	3,029	Fruits .....	\$162
Clocks and watches .....	180	Other sorts .....	590
Cotton piece goods .....	1,226,113	Sewing machines .....	130
Cigarettes .....	851	Spirits (perfumed) .....	19
Beer .....	410	Ships, parts of .....	262
Feathers .....	648	Wool, manufactured .....	324
Flour .....	5,921	Sundries .....	166
Hardware, not otherwise classified .....	394	Tobacco .....	986
Instruments, musical and scientific .....	23		
Machinery (unclassified) .....	89	Total .....	1,273,132
Metals, manufactured iron .....	389		
Oil:			
Kerosene .....	32,965		
Other sorts .....	259		

*Imports from the United States for the year ended March 31, 1902.*

Articles.	Quantity.	Value.
Carriages and carts .....		\$2,406
Cotton twist and yarn .....	2,000	300
Cotton piece goods:		
Gray .....	30,393,139 yards	1,476,421
White .....	78,000 do.	6,480
Tobacco, manufactured, other sorts .....	11,308 pounds	2,242
Flour .....	1,145,228 do.	24,540
Hardware:		
Sewing machines .....	17 number	194
Other sorts .....		130
Instruments, musical and photographic .....		32
Spirits:		
Whisky .....	28 gallons	83
Perfumed .....	11 do.	34
Machinery, other sorts .....		199
Oil:		
Kerosene .....	63,200 gallons	11,152
Other sorts .....	500 do.	243
Paper, other kind .....	150 cwt.	421
Provisions, other sorts .....	72 do.	972
Stationery .....		49
Stone and marble .....	2 cwt.	10
All other articles, manufactured .....		690
Total .....		1,526,618

#### GENERAL IMPORTS.

The following table shows the imports, in value (exclusive of Government merchandise and treasure), together with the countries from which they were shipped:

Country.	Value.	Country.	Value.
United States .....	\$1,526,618	Africa, including Egypt .....	\$3,650,399
United Kingdom .....	1,645,449	India .....	3,707,316
Austria .....	1,191,704	Arabia .....	2,615,188
France .....	61,943	The rest of the world .....	663,765
Russia .....	106,974		
Italy .....	76,711	Total .....	15,226,068
Other European countries .....	27		

#### CUSTOMS DUTIES.

There has been no change in the customs duties or in the harbor and wharfage fees levied at this port.

#### CURRENCY.

The rupee is the standard money, but the British pound sterling is legal tender at the rate of 15 rupees to the pound. The Maria Theresa dollar circulates to a limited extent in that part of Arabia that is beyond British influence.

#### LINES OF COMMUNICATION.

No new cable, telephone, or telegraph lines have been constructed during the past year, nor have any lines of steamers calling at Aden been established. The annual report shows an increase of 90 in the number of steamers calling at this port during the year. The tonnage increase was 400,000 tons.

The following table shows nationality and number of vessels entering and clearing from this port for the year ended March 31, 1902:

Flag.	1900-1901.		1901-2.	
	Number.	Tonnage.	Number.	Tonnage.
American .....	4	5,943		
Arab .....	2	898	1	200
Austrian .....	83	208,154	97	252,064
Belgian .....	8	4,179		
British .....	674	1,321,382	683	1,376,854
British Indian .....	91	79,429	74	78,502
Danish .....	2	2,582	1	1,855
Dutch .....	16	21,624	20	36,988
French .....	97	162,688	109	157,287
German .....	113	356,549	164	606,042
Italian .....	81	123,122	81	118,827
Norwegian .....	4	6,972	1	2,190
Other nationalities .....			1	222
Portuguese .....	1	1,922		
Russian .....	13	39,273	30	67,380
Spanish .....	1	4,345	8	18,346
Swedish .....			5	906
Turkish and Egyptian .....	3	3,645	3	3,335
Total .....	1,188	2,349,707	1,278	2,720,988

E. S. CUNNINGHAM, *Consul*.

ADEN, *October 8, 1902.*

## BRITISH INDIA.

### CALCUTTA.

In making this report, I desire to express my indebtedness to Hon. J. E. O'Connor, C. I. E., director-general of statistics to the government of India, who furnished the figures and many of the deductions drawn therefrom.

### GENERAL TRADE.

The following table is a concise statement of the import and export trade of British India during the last four years, ended March 31:

Class.	1898-99.	1899-1900.	1900-1901.	1901-2.
<b>IMPORTS.</b>				
Merchandise .....	\$218,817,091	\$226,277,962	\$244,089,232	\$260,706,614
Gold .....	28,288,172	36,633,175	37,988,421	26,552,384
Silver .....	28,940,489	30,434,067	14,695,120	36,322,429
Total imports .....	276,045,752	293,345,204	296,772,776	323,581,427
<b>EXPORTS.</b>				
Foreign merchandise reexported .....	10,787,731	10,535,971	10,267,300	10,433,028
Indian merchandise .....	349,920,886	338,187,827	333,457,114	387,854,406
Gold .....	7,477,267	6,426,227	13,778,832	10,772,732
Silver .....	16,228,912	19,013,900	10,139,424	16,307,480
Total exports .....	384,414,796	374,163,925	367,642,670	425,367,636

"The shadow of famine which hung darkly over the land" in the first half of 1900-1901, lifted only with the coming of a normal monsoon and of the winter rains. Eloquent testimony is still borne



to the extent of the disaster occasioned by the failure of the monsoon in 1899, and the consequent destruction of the crops. Traces of this calamity were, however, in a great measure effaced last year; and the return of fairly good conditions for the pursuit of agriculture, the great industry of the country, was accompanied by the reversion of foreign trade to a state even better than normal. Imports jumped in value about \$17,000,000, an increase which indicates more clearly than anything else the resumption of industrial enterprise and the restoration to the people of their power to purchase and their capacity to consume.

The value of cotton goods and yarn imported increased by about \$10,000,000. There was also a marked revival of activity in the imports of machinery and millwork, metals, mineral oils, railway material, coal, chemicals, and dyes, and to a less appreciable extent in various articles of importance not so great, such as tobacco, salt, precious stones and pearls, apparel, carriages (which include bicycles and motor cars), glassware, matches, paints, colors, and paper.

The exports increased proportionately even more than the imports; the value of Indian merchandise shipped abroad last year shows a gain over the record for the preceding twelve months of about \$56,000,000, or 16 per cent. Most of the improvement may be assigned to agricultural products, which are the dominating factors of the export trade. The return of a fair season, with good harvests, led to consignments of rice, wheat, oilseeds, cotton, and jute greatly in excess of those of the previous year, while the readiness of foreign markets to take these products resulted generally in profitable prices. The trade of the year was, on the whole, advantageous to both exporter and producer.

The improvement in agricultural conditions, which enabled the producer to put on the market large quantities of the articles above mentioned, was accompanied by other features encouraging to the export trade. Money continued in good supply throughout the year; the Bank of Bengal rate, which, up to February 12, was 8 per cent. by March 27 following had dropped again to 7 per cent; 1902 was the third consecutive year in which the maximum rate for money did not rise above 8 per cent. The rate of 3 per cent in July and August lasted for a little over a month.

Exchange was perfectly steady throughout the year, ranging from 1s. 3½d. to 1s. 4½d. It may be said now that, after the experience of the last four years, importers and exporters alike have ceased to concern themselves about the rate of exchange or to insure themselves against its fluctuations, the violent shocks which from time to time disrupted trade being confidently considered things of the past.

It may be noted that while the rupee has as steadily maintained the value assigned to it, as has the silver coin of France, the changes in the prices of silver have been as sudden and violent as in former years. As things stand, the vicissitudes of silver left the Indian market untouched, and their only effect was to qualify in some measure the restoration of normal trade with China, by the introduction of an element of uncertainty which gave rise to speculative operations.

Nevertheless, the close of the period of disturbance in China, and the gradual easing off of an overloaded market, combined with a fall in the price of cotton and a recovery in the value of yarns, brought renewed vitality to the Indian spinners of yarn for China, while spin-

ners for the Indian market also found that the consuming capacity of the weaver, which had been seriously affected by famine, had been restored. The outcome of these more auspicious conditions was a resumption of activity in the Indian cotton industry and a very large increase in production and export.

The jute mills of Bengal also prospered, as well as the cotton mills of other parts of India, and large sales of gunny bags and cloths were made at profitable prices for the local market and for export, while at the same time there was an active shipment of the raw material. On the whole, the principal features of the export trade of the year were the renewal of activity in the shipments of food grains and oilseeds, due to the good season and to favoring conditions of the market, and a large export of cotton and jute and of the manufactures of the cotton and jute mills. The shipments of tea declined materially—more in value, by reason of a continued low level of prices, than in quantity, although in this also the decline was substantial.

Indigo was exported on a reduced scale, as a consequence partly of an indifferent crop and partly of the contraction of cultivation, due to discouragingly low prices.

Opium was the only other article of prominence in the trade in which there was an important decline. This was due to a material contraction in the quantity of Malwa opium exported from Bombay, in consequence of the failure of the crop in the famine year in the States of Central India, where this kind of opium is grown for export. There was also a heavy fall in lac, but the exports of this article in the two preceding years were excessive, and the market is variable and fluctuating.

#### IMPORTS OF MERCHANDISE.

The trade of 1900–1901 was large, partly because prices of some of the staple articles of trade were on a high level. Last year, the value was still larger, exceeding that of 1900–1901 by nearly 7 per cent; but the increase was due to a greater volume of trade rather than to higher prices. There has been a conspicuous advance in the aggregate value of imports in recent years. A large proportion of the gain occurs in the class of manufactured articles, which constitute much more than half the articles imported. The value of the different groups of manufactures was as follows:

Articles.	1900-1901.	1901-2.
Animals .....	\$1,559,423	\$1,493,004
Articles of food and drink .....	38,632,131	37,460,831
Metals and manufactures of metal, etc .....	37,989,241	42,093,382
Chemicals .....	9,121,997	7,710,717
Oils .....	12,022,463	13,500,505
Raw materials .....	11,864,117	12,212,143
Articles manufactured and partly manufactured .....	134,899,858	146,236,030

When the items comprised in these groups are examined in detail, it appears that in only two of the important articles enumerated was there a decline. These two are woolen goods and silk, raw and manufactured. The importation of horses in 1900–1901 was unusually large, owing to army requirements; last year, there was a reduction to ordinary proportions.

## ARTICLES OF FOOD AND DRINK.

Sugar is the largest article on this list. The principal items were:

Sugar .....	\$18,726,592
Provisions .....	6,350,950
Liquor .....	5,326,540
Spices .....	2,712,287
Salt .....	2,486,130
Grain and pulse .....	927,745
Tea .....	513,259

The importations of beet sugar were very large during the year, exceeding the imports of 1897-98, which led to the imposition of the countervailing duties. The quantities of each kind, cane and beet, imported from all countries in the last five years were:

Year.	Cane.	Beet.
	<i>Cwts.</i>	<i>Cwts.</i>
1897-98 .....	2,029,330	2,206,064
1898-99 .....	2,238,619	1,526,291
1899-1900 .....	2,063,477	872,515
1900-1901 .....	3,049,046	1,792,590
1901-2 .....	2,491,907	2,936,196

The countries from which these imports were mainly brought are:

Countries.	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-2.
<b>BEET.</b>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>
Austria-Hungary .....	945,745	1,063,373	777,821	1,321,310	2,257,328
Germany .....	1,203,309	412,971	60,526	401,980	577,139
United Kingdom .....	23,192	17,783	32,712	59,636	94,139
Other countries .....	33,818	30,708	1,466	9,664	6,979
Total .....	2,206,064	1,526,291	872,515	1,792,590	2,936,196
<b>CANE.</b>					
Mauritius .....	1,406,047	1,793,607	1,417,115	2,085,156	1,759,303
China .....	291,175	185,682	316,975	487,445	182,767
Java .....	140,485	162,500	190,553	225,247	310,582
Straits Settlements .....	74,357	75,656	79,999	144,166	62,496
Other countries .....	117,266	21,174	58,835	107,032	176,850
Total .....	2,029,330	2,238,619	2,063,477	3,049,046	2,491,907

Austrian sugar represents at least three-fourths of the beet sugar imported into India. These figures illustrate in a very striking way the rapid progress made by beet sugar in recent years. Last year, the beet product greatly exceeded that of the cane, so much so that the sugar refiners in India addressed the Government praying for additional duties, as they believed the countervailing tariff did not cover the bounty received. The petition resulted in the imposition of additional duties on sugar imported from Austria-Hungary and Germany.

*Provisions.*—From the point of value, the place of greatest importance after sugar, in the entries under food and drink, belongs to provisions, which increased considerably last year.

*Salt.*—The importations of salt were considerably augmented, but English salt was only a little more than half of the aggregate quantity imported, whereas until recently it was the dominating factor in the trade.

*Liquors.*—The importations have increased. Malt liquor to the extent of 3,673,000 gallons was imported, most of it from the United Kingdom. The quantity from other countries did not exceed 237,000 gallons, but no doubt some of the beer imported from England is of German origin. The increase in spirits was not large, and the trade moves but slowly from year to year. The British distiller does not possess quite so strong a hold on the Indian market as does the British brewer, and a large quantity of foreign spirits was received. Last year's imports were:

	Gallons.
United Kingdom .....	679,341
France .....	192,013
Germany .....	209,378
Other countries .....	182,989

Spirits from the United Kingdom, therefore, represented only a little more than half of the aggregate imports, and some of the imports from England consist of French brandy. The proportions of the different kinds of potable spirits imported in the year were:

	Gallons.
Whisky .....	553,971
Brandy .....	302,059
Gin .....	73,215
Rum .....	40,671
Other sorts .....	149,721

Total ..... 1,119,637

While the imports of beer and spirits increase, the consumption of wine makes no headway, and taking into account the fact that the European population, who may be said to be the only consumers of wine, has increased, the habit of wine drinking seems to be distinctly on the decline. The importations in the year were limited to 300,672 gallons.

#### METALS AND MANUFACTURES OF METALS.

##### *Imports of hardware and cutlery.*

Articles.	1899-1900.	1900-1901.	1901-2.
Cutlery .....	\$310,944	\$308,783	\$387,572
Agricultural implements .....	231,091	237,424	223,131
Other implements and tools .....	380,246	376,780	301,364
Sewing machines .....	177,244	198,312	189,134
Unspecified hardware .....	3,989,408	4,740,834	4,360,016
Total .....	5,088,933	5,892,133	5,461,237

Following on the large trade in 1900-1901, there was a setback in the business of last year; but this condition is due rather to lower prices than to smaller imports, except in regard to agricultural implements, and the depression in the tea industry accounts for that decline. The Continent continues to supply about 26 per cent of the imports, and the importations of British goods have fallen below 70 per cent of the whole.

The trade in German hardware and cutlery continues to be pushed, the cheap goods made in that country for export to Asiatic and African markets finding an easy outlet among the Indian buyers.

In metals, the recovery of 1900-1901 from the depression of the preceding year was followed by an increased and active import, which was conspicuously large in copper and steel.

The importations of copper fell to a very low level in the famine year, as usual in times of distress. This metal is largely used in India for the manufacture of articles of domestic use, plates, dishes, water-pots, drinking cups, etc., and articles which in time of stress are replaced by earthenware. But some of the recovery is no doubt due to the demand for the metal in wire and other forms, in connection with electrical operations, now being more extensively used in India.

*Iron and steel.*—The importations of iron were also on a large scale, and an extensive trade was done, although the demand was not up to the level of the time preceding the recent years of scarcity. This decrease, however, may be attributed rather to the fact that steel has been taking the place of iron than to inelasticity in the trade itself. Steel and iron should be considered together, and so considered it will be found that the recovery from the recent depression has been complete.

The imports of steel and iron during the last five years were:

Year.	Iron.	Steel.
	<i>Tons.</i>	<i>Tons.</i>
1897-98 .....	196,885	92,555
1898-99 .....	164,517	84,145
1899-1900 .....	149,097	72,656
1900-1901 .....	166,991	92,586
1901-2 .....	180,642	158,916

From these figures, it appears that last year's imports were 339,558 tons of iron and steel, a great advance on the 289,250 tons imported five years previously.

Bars are the commonest form in which both metals are imported, and bars of steel now largely exceed in quantity iron bars. The importations in both cases were principally from Belgium. That country is the main source of supply now of bar and angle iron, as also of sheet iron (block), while from the United Kingdom is received the greatest proportion of the imports of sheet iron (galvanized and tinned). Belgium also supplies the largest proportion of steel bars and sheets. The importations of the different descriptions of iron and steel from Belgium and the United Kingdom last year were:

Articles.	United Kingdom.	Belgium.
	<i>Tons.</i>	<i>Tons.</i>
Iron bars .....	8,550	30,981
Steel bars .....	9,991	35,106
Sheets and plates:		
Iron .....	2,549	6,769
Steel .....	13,503	16,636
Iron, galvanized .....	43,746	197
Iron, tinned .....	11,532	.....
Hoop iron .....	2,913	1,648
Hoop steel .....	11,455	1,455
Angle, bolt, and rod iron .....	1,952	8,561
Angle and channel steel .....	6,734	3,012
Beams, pillars, girders, etc.:		
Of iron .....	3,495	4
Of steel .....	7,598	11,281
Pipes and tubes, iron .....	15,002	196
Nails, screws, rivets, etc., iron .....	3,073	3,461
Other sorts of iron .....	21,472	1,275
Other sorts of steel .....	6,581	23,154
Total .....	166,146	143,736

The importation of lead continues to be made mainly in the form of sheets for lining tea chests. These sheets are almost entirely of British manufacture.

For tin and zinc there was some activity accompanying, as is always the case, the recovery in the trade in copper.

The import of machinery and millwork to the value of about \$10,000,000, which was a third larger than in the preceding year, is most satisfactory, although the imports into Bombay were not up to the level of the time before the depression set in in the cotton mills. This trade in Bengal was very active, largely in consequence of the rapid development in Calcutta of the demand for electrical machinery for traction, lighting, and fans. But there was a heavy importation of machinery at all of the large ports, as well as at Calcutta and Bombay, the meaning of which is that factories everywhere are working with renewed activity.

The importations of railway material, other than for Government account, do not seem to progress, but this is due to some extent to the increasing mileage which is constructed by the State. Importations for the companies amounted to about \$5,000,000 worth; for the Government, \$11,000,000 worth.

#### CHEMICALS, NARCOTICS, DYEING AND TANNING MATERIALS.

The trade in chemicals increased, following a gain in the preceding year, although a setback in chemicals for paper making was one of the accompaniments of the severe depression which has overtaken the Benegal paper-making industry.

The further increase in tobacco is due in some degree to the revival of imports of the unmanufactured article, but in a large degree to the quick growth of the trade in cigarettes, which have become popular with the people, at least those living in the towns. The cigarettes imported during the year represented a value of about \$700,000, only a portion of these being of the kinds consumed by Europeans. Cigarettes from the United States were valued at about \$200,000, these being mainly of the cheap sorts consumed by natives.

The temporary contraction in 1900-1901 of the trade in aniline and alizarine dyes, due to the reduced purchasing power of the people of western India, where most of the traffic lies, was succeeded by a complete recovery last year, and the trade was very active, reaching a value of about \$2,000,000. The quantity imported was just under 9,000,000 pounds, pretty equally divided between aniline and alizarine, the latter rather predominating, being the cheaper. The trade was, in the main, as it always has been, with Belgium and Holland, much of the import being, however, of German origin. It may be noted, too, that a large proportion of the dye imported is adulterated in varying degrees with colored (not coloring) matter.

#### OILS.

*Mineral oil.*—The consumption of kerosene oil for illuminating purposes has been actively stimulated by the substitution of Russian oil imported in bulk in tank vessels for American oil imported in cases. Russian oil is much cheaper than the American product, which formerly held the market. Last year's importations of kerosene approximated 91½ million gallons, of which about 84½ million gallons were

of Russian origin. Of American oil, only 5½ million gallons were imported, the importations in the two preceding years being 12½ and 5 million gallons, respectively. American oil, in fact, is out of the reach of the native consumer by reason of its price, and when it held the market the consumption was in the main restricted to the European community and to street lighting. For these purposes, the use of mineral oil does not now increase, owing to the introduction of gas and electricity, and for native use the low price of the Russian oil commends it, the cheapness of the German and Austrian lamps in which it is burned also aiding in the expansion of the trade. The Standard Oil Company, of New York, is now arranging for the importation and sale of oil in bulk. By this step, American oil may regain a part at least of its former prestige. While Russian oil has practically superseded American oil, it is itself suffering from the active competition of Burman oil, the production of which is reported to have amounted last year to about 50 million gallons, representing probably 25 million gallons of kerosene, of which 15½ million gallons were shipped from Rangoon to ports in India. The trade in kerosene is now of front rank in the list of imports, the value reaching about \$12,000,000. Other mineral oils represent an additional \$1,000,000, which brings the total value of the oil trade to about \$13,000,000. The only way for American oil to hold its own is to be imported in bulk.

Burman oil has the great advantage of cheap transportation, and coming from a part of British India, is not subjected to the import tax.

#### RAW MATERIALS.

*Coal.*—The quantity of coal imported was about double the import of 1900–1901, which year, however, was an exceptional one in consequence both of the high prices of English coal and the depression of the manufacturing industry in Bombay, where most of the coal is landed. But, although there has been an expansion of the trade following a temporary depression, the imports of coal are very much more limited than in former years. There are extensive coal fields in Bengal, which are being rapidly developed. These native mines not only supply the demand for coal in Calcutta but are also beginning to send considerable quantities of their product to other parts of India.

*Cotton.*—The importations of raw cotton, especially of long staple varieties, Egyptian and American, fell heavily during the past 12 months from the relatively high level of prices in the two preceding years. The price of Indian cotton was lower, although the crop was better. The demand for the coarser yarns revived and the mills were again run on full time. There was only a slight reduction, however, in the production of counts from Nos. 31 to 40, which were mostly spun from cotton imported in the preceding year.

#### MANUFACTURED ARTICLES.

*Cotton yarn.*—The imports—38½ million pounds—were larger than in 1900–1901—34½ million pounds—when the trade was abnormally small, owing to the higher range of prices and the distress that prevailed. The amount of business done, however, was very much less than in previous years. In the productions of yarns of counts between 30 and 40, the Indian mills have made such rapid advances recently, that all indications point to a great reduction in the imports of these counts in the near future. Much of this yarn is colored. It is

imported into Burma for hand weaving, which is much practiced by the women of that country.

*Cotton goods.*—In this trade, which still represents about 36 per cent of the aggregate value of imported merchandise, there appears to be a gradual change in the demand from gray (unbleached) piece goods to the other two classes, white (bleached) and colored and printed goods. The bulk of the imports still consists of gray goods, but their proportion has rather declined, and considering the growth of population, this decrease is even greater than it would seem to be from the figures. It is probable that in course of time, the great trade which is still done in unbleached cottons will be superseded in a large degree, if not entirely, by bleached and colored goods. India, in that respect, would only be following the example of other countries as they advanced in civilization.

The principal descriptions of unbleached goods, and the manner in which they are gradually being discarded for similar fabrics bleached and colored, will be seen from the appended figures, which give the imports in millions of yards:

Articles.	1899-1900.	1900-1901.	1901-2.
	<i>Million yards.</i>	<i>Million yards.</i>	<i>Million yards.</i>
Shirtings:			
Gray.....	586.28	539.87	530.29
White.....	60.24	87.28	87.14
Colored.....	73.45	51.23	61.8
Chadders, dhotis, saris, and scarves:			
Gray.....	512.58	459.32	471.58
White.....	63.54	54.53	59.41
Colored.....	44.27	48.75	47.6
Jaconets:			
Gray.....	84.64	96.7	90.44
White.....	22.33	27.08	56.57
Colored.....	6.56	3.96	5.09
Mulls:			
Gray.....	19.58	29.93	23.2
White.....	93	117.66	132.66
Drills, jeans, sheetings:			
Gray.....	19.77	24.81	20.99
White (drills and jeans).....	4.87	6.84	5.86
Colored (drills).....	6.06	4.75	5.51

The first three of the five classes of goods above specified comprise the bulk of the trade in unbleached goods. There are, however, some other kinds of goods which are confined to one class, gray, white, or colored. The importations of these in the years specified have been:

Articles.	1899-1900.	1900-1901.	1901-2.
	<i>Million yards.</i>	<i>Million yards.</i>	<i>Million yards.</i>
Gray:			
Mada pollams.....	33.95	25.45	34.2
Tea cloths and domestics.....	15.31	15.09	14.66
White:			
Nainsooks.....	160.56	133.27	208.8
Cambrics, twills, muslins, lawns.....	10.61	17.01	14.94
Checks, spots, stripes.....	7.2	6.59	12.4
Colored:			
Prints and chintz.....	161.07	109.28	151.92
Cambrics, twills, muslins.....	93.68	53.69	74.78

Unbleached tea cloths and domestics, which are made from the coarsest counts of yarn, are a staple manufacture in the Indian mills, and the importations of such goods have in recent years fallen to a low level. The active trade in nainsooks, as also in prints and chintz, is noticeable.



The extent to which the cotton piece goods imported into India are of British origin is shown by the following figures:

Articles.	1900-1901.		1901-2.	
	Total.	From England.	Total.	From England.
	<i>Million yards.</i>	<i>Million yards.</i>	<i>Million yards.</i>	<i>Million yards.</i>
Unbleached goods .....	1,192.17	1,183.28	1,186.76	1,178.46
Bleached .....	467.48	461.83	580.09	574.38
Colored .....	343.16	327.04	422.86	401

It is assumed that all cotton piece goods imported from the United Kingdom are of British origin; if so, gray and white goods of British manufacture have almost a monopoly of the trade, about 99 per cent of these two classes of goods having been imported from the United Kingdom last year.

In colored goods, the monopoly of Great Britain is not so complete, importations from the United Kingdom representing only 95 per cent of the whole. The small balance consists of French and German prints and chintzes. None is credited to the United States.

#### OTHER MANUFACTURED GOODS.

Of the other articles enumerated in this class, the following are the most important:

Articles.	1900-1901.	1901-2.
Apparel, including boots and shoes .....	\$4,927,288	\$5,421,261
Arms and ammunitions .....	750,646	870,336
Books and printed matter .....	731,787	871,994
Building materials .....	683,321	668,689
Carriages and carts .....	752,597	991,807
Earthenware and porcelain .....	644,721	831,957
Glass and glassware .....	2,416,563	2,961,046
Instruments and apparatus (scientific) .....	1,034,793	1,070,608
Matches .....	1,273,783	1,397,073
Paints and colors, and painters' materials .....	1,292,751	1,372,656
Paper and pasteboard .....	1,449,598	1,686,922
Stationery .....	1,013,999	1,033,144
Tea chests .....	726,726	325,461
Umbrellas .....	864,106	577,350

In the case of umbrellas, it appears that the importation of the finished article is being interfered with by the importation of the parts, which are put together and covered in India. In respect to all the other articles, there has been a continued increase of trade, indicative of the existence of generally satisfactory conditions.

The importation of printing paper has steadily increased in the last few years, from 4,550 tons in 1898-99 to 6,077 tons last year, or 33 per cent in four years.

## GENERAL.

The articles which are most conspicuous in the import trade are enumerated in the appended list, with the value of last year's trade set against each item.

Cotton manufactures:	
Gray piece goods.....	\$46,634,880
White.....	25,100,160
Colored.....	21,550,080
Yarn.....	8,470,400
Other sorts.....	3,508,160
	<hr/>
Sugar.....	\$105,263,680
Mineral oil.....	17,976,640
Machinery and millwork.....	12,280,640
Iron.....	9,618,880
Provisions.....	9,292,804
Woolen manufactures.....	6,351,040
Steel.....	6,302,400
Hardware and cutlery.....	6,288,960
Apparel.....	5,461,120
Railway material.....	5,421,120
Silk manufactures.....	4,919,040
Precious stones and pearls.....	4,751,040
Copper.....	3,553,280
Glass and glassware.....	3,457,250
Spirits.....	2,960,960
Spices.....	2,791,360
Silk, raw.....	2,712,320
Salt.....	2,590,720
Aniline and alizarine dyes.....	2,486,080
Drugs and medicines.....	2,104,000
Chemicals.....	1,910,080
Instruments and apparatus.....	1,830,080
Beer.....	1,663,040
Paper.....	1,629,120
Horses.....	1,624,960
Coal.....	1,493,120
	1,442,880

Five-eighths of the trade consists of cotton goods, metals and metal ware, machinery and railway material, sugar, and petroleum.

In the import trade, the United Kingdom continues to occupy the dominant place, sending something like two-thirds of all the merchandise landed at Indian ports. The percentage of the imports belonging to each of the principal countries from which India receives merchandise is stated below:

Countries.	1899-1900.	1900-1901.	1901-2.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom.....	68.9	63.8	64.5
Austria-Hungary.....	3.4	4.1	4.8
Russia.....	3.4	3.7	3.9
Germany.....	2.4	3.4	3.7
Belgium.....	2.6	3.2	3.7
Straits Settlements.....	2.7	3	2.9
Mauritius.....	2.3	3.2	2.4
China.....	2.2	3.3	2.2
France.....	1.4	1.4	1.7
United States.....	1.7	1.6	1.4

It will be seen by these figures that the United States stands lowest on the list. Only by proper efforts on the part of our manufacturers and exporters can their trade with India be greatly increased.

## MEANS OF EXTENDING UNITED STATES TRADE.

I will repeat here the recommendation made in a previous report, that our manufacturers unite and establish in Calcutta a museum of samples of their manufactures from which orders may be solicited; that they ship their goods direct to the purchaser, and finally that they establish approved credit either in London or Calcutta. The museum should be under the management of an active business man, with competent assistants and native salesmen who are acquainted with the trade. The cost to each manufacturer would be comparatively small, and all classes of goods imported into India could be represented, including machinery, hardware and cutlery, cotton piece goods and other cotton fabrics, hosiery, etc., metals, typewriters, sewing machines, electrical goods, enameled hollow ware (to take the place of the more costly brass utensils now used by the natives), toys of all kinds (for which there is a large and ever-increasing demand), apparel, including boots and shoes, bicycles, railway materials, glass and glassware, clocks, watches, umbrellas of the cheaper kinds (for which there is an enormous demand), provisions, canned goods of all kinds, drugs and medicines, and hundreds of other articles too numerous to mention that will suggest themselves when the museum is once established. In this way, attention would be called to American manufactures that are now hardly known in India, and I am satisfied the business would be a success from the beginning, if properly managed.

If manufacturers do not care to unite in such an enterprise, it is a splendid opportunity for other business men to take up the matter, arrangements being made with the manufacturers to furnish samples of their goods and to fill all orders that may be secured.

In addition to this museum of samples, if a department store, representing the above-mentioned American manufactures, were established in Calcutta, it would no doubt do a large business. Care should be taken in extending credit to native firms. No law exists for the registration of firms, and it is often difficult to obtain their financial standing. But this can be obviated in most cases by requiring cash or a bank credit before delivery of goods. Calcutta is the great distributing point for merchandise in India, reaching every important market, by rail or water, in a district including not less than 150,000,000 people. It can be imagined what a vast trade centers here.

There is a direct line of steamships between New York and Calcutta, so the goods may be landed here without transshipment.

I can not too earnestly urge the importance of some such scheme, in the interest of increasing the trade with the United States.

The mineral-oil business of the United States is represented here, and the New York Export and Import Company, that handles American goods, is doing satisfactory business. But the general manufacturers of the United States are not sufficiently represented to attract attention. Their business should be done on a large scale.

## EXPORT OF INDIAN MERCHANDISE.

The exports of the year were by far the largest ever known, their aggregate value exceeding that of 1895-96, the record year, by 10 per

cent, and the value of 1900-1901 by 16 per cent. The progress of the export trade since 1880 is exhibited in the figures below:

1880-81 to 1884-85, average .....	\$254, 224, 892
1885-86 to 1889-90, average .....	283, 904, 823
1890-91 to 1894-95, average .....	324, 590, 035
1895-96 to 1899-1900, average .....	331, 677, 668
1900-1901 .....	333, 313, 594
1901-2 .....	387, 854, 406

The fluctuations of the trade from year to year are illustrated by the following list of the principal articles exported:

Articles.	1899-1900.	1900-1901.	1901-2.
Grain and pulse .....	\$57, 914, 345	\$44, 900, 332	\$58, 521, 220
Seeds .....	38, 911, 020	28, 844, 912	53, 693, 658
Cotton, raw .....	31, 760, 208	32, 407, 682	46, 163, 498
Jute, raw .....	25, 829, 267	34, 776, 819	37, 751, 271
Cotton yarn and cloth .....	26, 477, 200	18, 249, 461	34, 768, 962
Jute manufactures .....	20, 045, 916	25, 168, 723	27, 876, 535
Opium .....	26, 251, 888	30, 267, 394	27, 273, 553
Hides and skins .....	33, 481, 200	36, 744, 433	26, 338, 191
Tea .....	29, 094, 758	30, 562, 976	26, 078, 366
Indigo .....	8, 616, 035	6, 835, 138	5, 927, 217
Coffee .....	4, 751, 086	3, 931, 039	4, 000, 704
Wood and timber .....	3, 478, 144	3, 425, 948	2, 852, 933

Drought and famine stand out plainly as factors in the restricted trade of 1900-1901, the grain trade being much smaller than that of other years; the exports of cotton were at a low level for two years; the decline of oilseeds was remarkable. On the other hand, the mortality among cattle raised the exports of hides to an abnormally large figure. Adverse seasons having passed away, at least in a considerable degree, the trade in these great staples recovered sufficiently to make a marked difference in the totals of the two years. The exports of India, in fact, consist to such a large extent of vegetable products for food or for industrial purposes that the trade of the country is vitally dependent upon the seasons; a good season being followed by active exports, and a bad season by depressed trade. This depression, however, is far more severely felt in some ports of shipment than in others. At Karachi, for instance, the failures of wheat and rapeseed in the Punjab may almost extinguish trade for the time, while other ports would suffer from that cause hardly at all.

In the articles of trade, as they are grouped below, it appears that food and raw material for industrial purposes very largely predominate.

Articles.	1899-1900.	1900-1901.	1901-2.
Articles of food and drink .....	\$97, 209, 093	\$84, 174, 510	\$93, 803, 051
Chemicals, drugs, medicines, narcotics, and dyeing and tanning materials .....	39, 558, 435	41, 242, 654	37, 955, 987
Raw materials and unmanufactured articles .....	130, 833, 858	136, 691, 371	172, 288, 464
Articles manufactured and partly manufactured .....	66, 479, 142	67, 033, 997	79, 951, 238

In raw materials, the large excess of last year was due to the very active trade in cotton and oilseeds. The recovery under manufactured articles was the outcome of the revival, after a period of depression, of the exports of cotton yarn to China.

## ARTICLES OF FOOD AND DRINK.

*Coffee.*—The exports have been:

Year.	Hundred-weight.	Value.
1898-1899 .....	270,056	\$5,599,437
1899-1900 .....	281,353	4,751,086
1900-1901 .....	246,431	3,931,039
1901-2 .....	255,042	4,000,704

There was a small recovery in the exports, but their volume was still much below the level of former years, and it can not be said that the trade is progressive. The quality of Indian coffee is good, so good that it is appreciated by Arabs and Turks; but the world's markets are dominated by the great abundance of the supply of the cheaper kinds of coffee from Brazil, and last year's exports of this product from that country were so excessive that prices fell to a lower point than ever before. Indian coffee remains depressed in price, even when the available supply is restricted either by an unfavorable season or by the ravages of disease.

*Rice.*—The exports are stated below in hundredweight:

[000 omitted.]

Year.	Burma.	Bengal.	Other countries	Total.	Value.
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	
1899-1900 .....	21,671	7,873	2,318	31,862	\$41,618,792
1900-1901 .....	21,394	8,106	1,566	31,066	42,035,314
1901-2 .....	24,190	6,275	3,275	33,740	44,908,571

The actual distribution of the whole of the exports is not known, for more than one-third is shipped nominally to Egypt (which means to Port Said) for orders. It may be said generally that 14 million out of the 33½ million hundredweights shipped was taken to Europe, while another 14 million was taken for consumption in Asiatic countries, making together 84 per cent of the exports, equally divided between Europe and Asia. Asiatics in Eastern Africa and the West Indies consume the other 16 per cent.

*Wheat.*—The anticipations of a large export were not realized. The wheat harvest in the Punjab, which is the great source whence the export trade is supplied, was extremely good, far above the average; but after a season of drought, stocks in the country needed replenishing, and prices kept at a high level, higher than were profitable for export, in view of the prices in England. The quantity exported reached only 366,091 tons, of which almost all was shipped from Karachi, only 4,165 tons being sent from Bombay.

The exports of other grains and of pulse were also only moderately large, but exceeded the bad year immediately preceding.

*Sugar.*—India may be said to have practically ceased to export sugar, being unable to compete with the bounty-fed beet sugar of Austria-Hungary and Germany.

*Tea.*—The exports were:

Year.	Pounds.	Value.
1899-1900 .....	175,088,090	\$29,094,758
1900-1901 .....	190,805,000	30,562,976
1901-2 .....	179,685,000	26,078,365

The principal consumers of Indian tea were found in the countries specified below, which bought in the last two years:

Countries.	1900-1901.	1901-2.
	<i>Pounds.</i>	<i>Pounds.</i>
United Kingdom .....	166,171,000	159,014,000
Australia .....	10,439,000	8,575,000
Turkey:		
Asiatic .....	3,240,000	2,626,000
European .....	618,000	144,000
Persia .....	2,429,000	2,530,000
Canada .....	1,725,000	1,059,000
China .....	1,143,000	1,337,000
Germany .....	838,000	648,000
Russia .....	772,000	1,624,000

These are direct exports as declared in India and do not include reexports from the United Kingdom. For the first time in ten years, there was a decline in the quantity exported. The owners of tea estates are still struggling with the difficulties created by the too rapid expansion of production and the consequent fall in prices, nor do they as yet see their way clear to a sound position, although prospects are not so cheerless as in 1900 nor the struggle so intense.

#### DRUGS, NARCOTICS, AND DYES.

*Opium.*—The fluctuations in exports and prices are indicated by the figures below:

Year.	Bengal.		Bombay.	Total.	Value.	Average price.	
						Bengal.	Bombay.
	<i>Chests.</i>	<i>Chests.</i>	<i>Chests.</i>				
1899-1900 .....	42,427	24,923	67,350	\$26,251,887		\$388	\$391
1900-1901 .....	44,994	24,714	69,708	30,257,394		435	431
1901-2 .....	48,062	17,541	65,603	27,273,553		415	416

With the cessation of the troubles in China and the better yield of the indigenous crop in that country, speculation in opium was not quite so active, and the average price receded from the high level of the preceding year, falling from 1,361 rupees (\$435.50) to 1,299 rupees (\$415.68) per chest of Bengal opium.

*Indigo.*—The course of the export trade is indicated in the sub-joined figures:

Year.	Calcutta.	Madras.	Other ports.	Total.	Value.
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	
1898-99 .....	81,779	42,760	10,648	135,187	\$9,505,529
1899-1900 .....	59,078	39,853	12,489	111,420	.....
1900-1901 .....	71,637	18,940	11,914	102,491	6,835,138
1901-2 .....	53,038	25,400	9,312	89,750	5,927,217

These figures can give no comfort even to the most optimistic, for they show that the trade is rapidly declining. The cause of the restriction is to be found in the fall of prices, which followed when synthetic indigo was offered in the market in commercial quantities, and to-day the question which planters ask themselves is, whether natural indigo can maintain the struggle. This question has been answered in the negative in lower Bengal, where the cultivation of indigo has contracted almost to the vanishing point, and it is probable that planters in other sections of India also will have to yield. If so, indigo will practically cease to be an export from India.

#### RAW MATERIALS.

*Coal.*—The export of coal was stimulated in 1900–1901 by the great rise in price of the English product, which to some extent was displaced by Indian coal in places outside of India between Singapore and Aden. The exports rose in that year to 541,445 tons, the exports in the preceding year having been only 304,586 tons. The stimulus, however, was abated last year by a reduction in the price of British coal, the use of which for steamers was resumed at Colombo, Aden, and Perim. The output of Indian coal in the year is reported to have been 6,635,727 tons; but Indian coal will no doubt always be much more largely consumed in India than elsewhere.

*Cotton.*—Trade in cotton was restricted in 1900–1901, the quantity available for export being limited in consequence of the bad crops. At the same time, the very high prices interfered with the demand. The quality of the crop of 1900–1901, which went into the market for shipment last year, was but little below the average. Prices, however, were very much lower than in 1900, consequently there was a larger export than for years past. The figures of the trade were the following:

Year.	Hundred-weight.	Value
1899–1900 .....	4,573,000	\$31,760,206
1900–1901 .....	3,576,000	32,407,982
1901–2 .....	5,700,000	46,163,498

Not far from half (2,526,183 hundredweight) of the whole quantity exported was shipped to Japan, which in the preceding year had bought so much American cotton as to excite apprehension that Indian cotton was about to be discarded in Japanese market. Indian cotton, however, is far too suitable, when it can be bought at a moderate price, for the coarser spinnings of the Japanese mills to fear the competition of long-stapled and more expensive cotton. The United Kingdom now consumes only a trifling proportion of the Indian cotton exported. China took 559,241 hundredweight and the Continent the remainder.

*Hides and skins.*—Exceptional conditions provided the trade in 1899–1900 and 1900–1901 with 28 million hides of cattle for export, in response to a very active demand. The mortality among the cattle, however, having abated with the passing away of the conditions which produced it, the exportation of hides was reduced to about an average level, the number approximating 8 million. The activity of the trade was then transferred from the largest hides to the skins of smaller animals—i. e., goats and sheep, mainly goats—in which there was a very considerable trade done, chiefly with the United States, where these skins are in great demand for the manufacture of leather for small articles. But it should be noted that this trade in raw (untanned) skins

has increased at the expense of the shipments of tanned skins which, until recently, were exported largely from Madras for the same purposes.

The figures of the trade are:

Year.	Hides.		Skins.	
	Number.	Value.	Number.	Value.
1899-1900 .....	13,474,323	\$15,759,877	16,383,540	\$6,282,840
1900-1901 .....	14,654,818	16,861,901	14,349,444	5,511,144
1901-2 .....	7,972,097	9,215,722	20,810,676	8,629,520

*Jute.*—The exports of jute amounted to as much as 14½ million hundredweight, which quantity has only once been exceeded, in 1897-98, when 15 million hundredweight was exported; but the range of prices last year was higher than in 1897, consequently the value of the trade was much larger, approximating to the great figure of \$37,960,000.

To the United Kingdom, Germany, the United States, and France, which are the markets for most of the jute exported, larger quantities were shipped, and the trade was actively maintained at prices which were good, though not so high as in the preceding year.

Below are the figures of this important trade:

Year.	Hundred-weight.	Value.
1899-1900 .....	9,725,000	\$25,829,268
1900-1901 .....	12,414,000	34,776,817
1901-2 .....	14,755,000	37,751,271

*Seeds.*—This great trade is, like wheat, subject to violent vicissitudes from year to year, the cause lying in the condition of the season and the extent of the crop. The disastrous failure of the crops in 1899-1900 was followed by a very much contracted trade, especially in 1900-1901, when the exports did not reach 550,000 tons. The exports of rape seed fell off one-half, the crop having been a failure in the Punjab, where it is chiefly grown. In linseed and sesame, however, the decrease was not so great. Until last year, the exports of cotton seed had been quite small; indeed, almost insignificant. In 1899-1900 they reached only 43,485 hundredweight, but in the following year they advanced to 225,000 hundredweight, and last year increased almost tenfold, amounting to 2,036,000 hundredweight. All the seed was shipped to the United Kingdom, which previously had been supplied almost entirely from Egypt. The active demand was readily responded to, and if the business did not owe its existence to causes so ephemeral, one more already important item would be added to the list of Indian exports.

The dimensions and fluctuations of the trade in seeds are stated below:

Year.	Total trade.	Value.
	<i>Cwt.</i>	
1899-1900 .....	15,775,000	\$32,813,490
1900-1901 .....	10,998,000	28,844,912
1901-2 .....	22,965,000	58,698,668



*Quantity of each kind of seed exported.*

Articles.	1899-1900.	1900-1901.	1901-2.
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Linseed .....	7,293,000	5,060,000	7,328,000
Rape .....	3,409,000	1,727,000	6,325,000
Sesame .....	2,470,000	1,844,000	2,447,000
Cotton .....	48,000	225,000	2,006,000
Castor .....	883,000	876,000	1,324,000
Poppy .....	949,000	802,000	984,000
Earthnuts .....	156,000	232,000	1,085,000

The other items in the group of raw materials it is not necessary to discuss at any length.

*Wool.*—The most important of any of them (wool) has been in a declining condition for the last three years, due to the mortality among sheep in the regions whence supplies were drawn during the recent times of drought. The trade will no doubt revive with the return of good seasons.

*Silk.*—Silk is a fluctuating but nonprogressive trade. Last year's business was better than that of 1901.

*Teakwood.*—This trade has declined materially in the last three years, supplies from the Shan States having fallen away.

*Animal bones.*—Shipments of this article have declined like hides, and for the same reason. The exports may now be said to average about 100,000 tons annually.

## ARTICLES MANUFACTURED AND PARTLY MANUFACTURED.

The following figures indicate the relative proportions of the export trade in the principal classes of manufactures in the last three years:

Articles.	1899-1900.	1900-1901.	1901-1902.
Cotton yarn and goods .....	\$26,477,198	\$18,249,460	\$34,788,962
Jute goods .....	20,046,918	25,166,723	27,876,535
Tanned hides and skins .....	11,438,482	14,381,392	8,422,947
Lac .....	3,599,410	3,359,352	3,054,530
Coir .....	1,063,393	1,285,572	1,207,622
Woolens .....	810,416	948,586	803,254
Apparel .....	501,106	646,340	671,880
Silks .....	412,486	301,423	387,502

It will be noticed that a considerable proportion of the trade is limited to articles which are only partly manufactured and must undergo certain processes before they can be used, such as yarn (the most important of all), tanned hides, and lac.

*Cotton manufactures.*—The figures of the export trade given below indicate the removal of the depression which weighed upon the industry in 1900-1901:

Year.	Yarn.	Value.
	<i>Pounds.</i>	
1899-1900 .....	240,693,000	\$22,086,970
1900-1901 .....	118,081,000	13,245,885
1901-2 .....	272,468,000	313,422

Year.	Piece goods.	Value.
	<i>Yards.</i>	
1899-1900 .....	69,556,000	\$4,087,582
1900-1901 .....	69,342,000	4,586,336
1901-2 .....	72,625,000	4,561,594

Such a complete reversal of the conditions which prevailed in 1900-1901 brought welcome relief to the industry and fair profits were made.

*Jute manufactures.*—This important industry, which is to Calcutta what the cotton industry is to Bombay, also did very well last year, the bags and cloth made in the mills selling at fair prices for internal consumption as well as for export. The dimensions and value of the export trade were:

Articles.	1899-1900.	1900-1901.	1901-1902.
Bags.....number..	168,324,000	202,908,000	230,126,000
Cloth.....yards..	307,021,000	365,215,000	418,566,000
Value .....	\$20,045,760	\$25,166,720	\$27,876,480

It will be noticed that the manufacture of cloth has increased much more rapidly than that of bags.

*Hides and skins tanned.*—The very large decline was due to the causes stated in the foregoing remarks on the trade in rawhides and skins. The exports fell as shown below:

Articles.	1900-1901.		1901-1902.	
	Hundred-weight.	Value.	Hundred-weight.	Value.
Hides .....	254,755	\$4,697,615	134,249	\$2,454,630
Skins .....	215,148	9,688,777	132,198	6,038,266

#### GENERAL DISTRIBUTION OF THE EXPORT TRADE.

The value of the exports of Indian produce and manufactures in the last three years was distributed in the ratios stated below among the principal countries with which the trade is carried on:

Country.	1899-1900.	1900-1901.	1901-1902.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom .....	29.2	30.1	25.1
China .....	13.3	11.3	14.5
Germany .....	7.1	8.8	8.4
France .....	6.8	5.7	7.3
United States.....	7.2	6.9	6.9
Japan .....	6	2	5.7
Straits Settlements.....	5.2	6.6	5.2
Egypt .....	5.1	4.3	4.4
Belgium.....	3.2	3.4	3.9
Ceylon .....	3.9	4.6	3.7
Italy .....	2.5	2.9	2.4
Austria-Hungary .....	1.6	2.6	2

The noticeable decrease in the proportion of Indian exports shipped to the United Kingdom is in the main due to continental countries

obtaining their requirements of Indian oil seeds, jute, rice, and hides direct in steamers of subsidized lines.

It will be noticed that in the list of exports, the United States stands fifth, while in the list of imports it is the last.

### CUSTOMS REVENUE.

No important change was made in the year, except that a duty has been imposed on beet sugar from Germany and Austria-Hungary, in addition to the ordinary and special duties before levied.

The following are the principal items from which the customs revenue is derived:

Articles.	1899-1900.	1900-1901.	1901-1902.
Articles of food and drink:			
Spirits.....	\$2,077,696	\$2,044,647	\$2,078,146
Sugar.....	881,615	1,680,916	2,317,431
Provisions.....	156,425	191,112	188,640
Spices.....	154,080	147,168	141,750
Chemicals, drugs, narcotics, and dyes:			
Drugs, medicines, and narcotics.....	116,577	141,899	149,906
Chemicals.....	82,692	104,458	109,249
Dyes and tans.....	120,049	108,744	127,926
Metals and articles made of metal:			
Hardware and cutlery.....	263,801	308,682	286,740
Copper and brass.....	88,710	145,780	175,226
Iron and steel.....	111,815	148,872	167,080
Silver.....	778,819	427,180	980,417
Manufactures of cotton:			
Piece goods—			
Gray (unbleached).....	1,541,888	1,586,610	1,609,562
White (bleached).....	598,707	678,780	873,310
Colored.....	736,442	646,562	763,867
Oils, petroleum.....	1,390,383	1,577,418	1,697,638

Of the other articles enumerated in the tariff schedules, only the few specified below yield an appreciable revenue:

Articles.	1899-1900.	1900-1901.	1901-1902.
Apparel.....	\$221,680	\$247,091	\$268,964
Silk and articles made of silk.....	274,045	326,455	378,384
Woolen goods.....	282,296	336,657	316,331

It will be observed from the foregoing figures that, although the Indian tariff comprises a lengthy list of dutiable articles, there are only a few on which, individually, any revenue of importance is collected. These are: Spirituous liquor, petroleum and sugar, metals (including silver), and cotton piece goods. The duty collected on these articles last year amounted to three-fourths of the whole revenue of India.

The export tariff schedule is limited to rice and rice flour, the duty of 3 annas (6 cents), being levied on each maund of 82½ pounds.

The figures appended state the excess of exports over imports, including merchandise and treasure, in the last three years:

Year.	Including Government transactions.	Excluding Government transactions.
1899-1900.....	\$98,436,800	\$80,818,560
1900-1901.....	52,718,720	70,728,400
1901-2.....	36,502,080	101,784,640

The trade of India with the world, in merchandise imported and exported, was distributed as follows:

Countries.	1900-1901.	1901-2.
Europe.....	\$385, 141, 760	\$418, 256, 320
Africa and adjacent islands.....	85, 543, 360	86, 786, 560
Asia.....	126, 174, 400	158, 165, 120
America.....	82, 194, 680	87, 189, 840
Australia.....	8, 615, 360	8, 641, 920
Total.....	587, 669, 760	658, 989, 760

The trade with Europe was about 63.5 per cent, and with Asiatic countries about 24 per cent of the whole. The United Kingdom took 40.6 per cent of all the trade that India did with the world last year; but this was a much smaller proportion than in previous years, owing chiefly to the shipment of Indian exports to European countries direct instead of through England.

#### SHIPPING.

In 1899-1901, the contraction of the export trade, caused by failure of crops, was followed by a reduction in the tonnage and in the number of vessels.

Below are given the number and tonnage of steamers and sailing vessels, with cargoes or in ballast, which entered and cleared to foreign countries:

Year.	Number.	Tons.	Average tonnage.
1899-1900.....	8, 528	8, 627, 486	1, 012
1900-1901.....	8, 302	8, 269, 430	996
1901-2.....	8, 618	9, 626, 317	1, 118

The total number of steamers which entered and cleared was 4,917, with an aggregate burden of 9,211,549 tons, the average tonnage being 1,873 tons.

The vessels which enter and leave the ports of India for the most part fly the British flag, tonnage under that flag representing 79 per cent of the whole. A vessel under the flag of the United States is rarely seen in the Indian ports, and but one—a tramp steamer—has entered Calcutta Harbor within the last two years.

#### DETAILS OF TRADE WITH UNITED STATES.

*Exports to the United States from Calcutta during the years 1900-1901 and 1901-2.*

Articles.	1900-1901.	1901-2.
Apparel (including drapery, haberdashery, millinery, uniforms, accouterments, but excluding hosiery).....	\$9, 900	\$6, 832
Art, works of.....	5, 126	2, 371
Bristles and fibers for brushes and brooms.....	.....	5, 961
Canes and rattans.....	2, 392	4, 404
Caoutchouc (raw).....	156, 429	2, 137
Chemicals (saltpeter).....	222, 935	218, 088
Cotton:		
Raw.....	1, 968	27, 810
Manufactures.....	551	67

*Exports to the United States from Calcutta during the years 1900-1901 and 1901-2—Cont'd.*

Articles.	1900-1901.	1901-2.
Drugs, medicines, and narcotics (excluding chemicals) .....	\$3,339	\$3,574
Asafoetida .....		5,266
Tobacco, unmanufactured .....		236
Dyeing and tanning materials:		
Indigo .....	1,025,357	555,694
Turmeric .....	6,785	11,544
Other sorts .....	374	
Grain and pulse:		
Rice in the husk .....	3,240	
Rice not in the husk .....		1,739
Hemp (raw) .....	3,168	6,688
Hides and skins:		
Hides (raw) .....	3,053,404	1,738,286
Skins (raw) .....	3,950,191	4,975,898
Skins, dressed or tanned .....		112
Jute:		
Raw .....	3,753,152	4,504,869
Manufactures—		
Gunny bags .....	593,600	1,044,080
Gunny cloth .....	5,487,153	7,804,371
Lac:		
Button .....	4,128	7,001
Shell .....	1,055,606	1,270,373
Manures: Animal bones .....	8,978	2,446
Metals, brass .....	870	2,446
Mica .....	116,073	87,951
Seeds:		
Linseed .....		207,309
Tea .....	90	26
Other sorts .....		31
Silk:		
Raw .....	3,814	15,820
Manufactures, piece goods .....	806	942
Goods of silk mixed with other materials .....		1,320
Spices, ginger .....	13,236	10,217
Stone and marble .....	80	
Tea .....	200,602	122,571
Wood:		
Teak .....	1,033	160
Other timber .....	10,840	19,330
Manufactures of .....		25
Wool:		
Raw .....	3,302	
Manufactures:		
Carpets and rugs .....	5,111	1,483
Shawls .....		160
All other articles .....	55,579	29,371
Total .....	19,787,506	22,751,939

*Imports from the United States at Calcutta during the years 1900-1901 and 1901-2.*

Articles.	1900-1901.	1901-2.
Apparel (including drapery, haberdashery, etc.) .....	\$778	\$1,175
Boots and shoes .....	4,086	6,112
Books and printed matter (including maps and charts) .....	4,451	4,390
Cabinet ware and furniture .....	3,524	2,043
Carriages and carts (including railway carriages) .....	21,620	22,959
Chemicals .....	4,818	2,484
Clocks and watches .....	15,727	28,032
Cotton:		
Raw .....		5,353
Manufactures—		
Piece goods, gray (unbleached) .....	118,841	55,940
Piece goods, white (bleached) .....	37	795
Rope .....	15	
Other sorts .....	12	29
Drugs, medicines, and narcotics (excluding chemicals):		
Quinine .....	3,225	4,389
Other sorts of medicine .....	7,084	4,445
Tobacco, manufactured—		
Cigars .....	674	
Cigarettes .....	84,734	113,409
Other sorts .....	7,084	69,505
Flax, manufactures:		
Canvas .....		69
Other sorts .....		5,894

*Imports from the United States at Calcutta during the years 1900-1901 and 1901-2—Con.*

Articles.	1900-1901.	1901-2.
Glass and glassware:		
Bottles.....	\$8	\$40
Other ware.....	5,395	3,431
Gums and resins, rosin.....	3,416	37,819
Hardware and cutlery (including plated ware):		
Cutlery.....	106	224
Agricultural implements.....	8,168	7,299
Other implements and tools.....	9,585	8,946
Sewing machines.....	943	1,263
Other sorts.....	30,220	31,997
Instruments, apparatus, and appliances:		
Musical.....	1,951	2,069
Photographic.....	313	1,386
Scientific, philosophical, and other kinds.....	66,606	44,019
Liquors:		
Ale, beer, and porter.....	3,975	7,651
Spirits.....	26,323	17,960
Machinery and millwork.....	49,342	90,061
Metals:		
Copper.....		16,061
Iron.....	52,865	15,656
Lead.....	27	
Steel.....	136,684	87,860
Unenumerated.....		82
Oils, mineral:		
Kerosene.....	604,368	465,314
Other kinds.....	391,738	339,840
Other sorts.....	723	525
Paints and colors.....	448	1,124
Painters' material.....	15,342	21,560
Printing and lithographic materials (other than paper).....	1,886	1,769
Provisions.....	3,860	5,486
Railway plant and rolling stock.....	33,715	206
Soap.....	7,693	8,225
Stationery (excluding paper).....	26,382	11,319
Tea chests, entire, or in sections of wood.....		4,762
Wood:		
Other timber.....	970	78,924
Other kind.....		105
Manufactures of wood.....		1,153
All other articles.....	11,295	11,596
Total.....	1,776,316	1,643,243

R. F. PATTERSON, *Consul-General*.

CALCUTTA, October 29, 1902.

### BOMBAY.

The past year, officially ended March 31, 1902, has been fairly prosperous.

The district of the Bombay consulate has two principal ports—Bombay and Karachi—and includes the western half of India, peopled by about one-tenth of the inhabitants of the globe.

The people of India possess remarkable powers of recuperation, which have not failed them in recovering from the effects of the great famine of two years ago.

The monsoon rains, upon which plant life depends, have, during the past twelve months, been up to the average. The harvests of the principal staples have met expectations.

The preparation for the great proclamation durbar, to be held at Delhi in January next, together with the exhibition of the arts and manufactures, has lent a new stimulus to trade.

The plague epidemic has been as severe this past year as in any previous year, yet the people have grown accustomed to the terror, and while it continues to kill, it has ceased to frighten.

Customs returns show that the amount of trade, both export and import, for the twelve months under review has not been exceeded by any one of the past eight years, and that the exports have exceeded the imports by a handsome balance of some 400 lacs.

The legal value of the rupee is \$0.3244. A lac is equal to 100,000 rupees. A crore is 100 lacs or 10,000,000 rupees. A ton, 2,240 pounds. The gallon is the imperial gallon of 277.27 cubic inches. A Bombay maund is 28 pounds. An Indian or Bengal maund is 82.13 pounds and contains 40 seers. A Madras maund is 25 pounds. A Calcutta or factory maund is 76.06 pounds. A tola, the unit of weight, is 180 grains, or the same as a silver British India rupee.

#### SEABORNE TRADE.

The total value of the seaborne trade of the Bombay Presidency for the past five years is as follows:

	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-2.
Foreign trade .....	\$247,447,800	\$269,048,857	\$261,861,618	\$282,472,495	\$290,642,385
Coasting trade .....	88,456,020	87,219,662	108,827,196	104,788,232	97,640,072
Total .....	335,901,832	356,268,009	365,688,813	387,262,787	388,283,067

On comparing this year's trade with that of 1900-1901, it will be seen that, notwithstanding a substantial decrease in the coasting trade, there is a gain of over 15 per cent in the aggregate total.

The decrease in the coasting trade was due to the falling off of that movement of grain to famine-stricken tracts which was such a prominent feature of the coasting trade of the previous year.

The figures for foreign trade similarly point to a recovery of normal conditions. The import of grain and pulse was reduced by \$1,860,000, while cotton goods, coal, machinery, and manufactured articles increased, thus indicating a return of prosperity to local industries and of consuming power to the general population. The increase amounted to nearly \$6,600,000.

The largest gain is, however, one of \$35,233,000 in the exports of Indian produce. The magnitude of this trade is a direct indication of the general agricultural and industrial prosperity of the tracts of country in touch with the ports of Bombay; and it will be found that the export of manufactured articles, which practically means cotton manufactures, has touched the highest figure since 1887-88, and that seeds and raw cotton, which are the principal agricultural products exported, have similarly reached the highest point for many years.

## FOREIGN TRADE.

The following tables show the value of the foreign trade of India for the year 1901-2:

Articles.	Value.	United States currency.
<b>IMPORTS.</b>		
	<i>Rupees.</i>	
Merchandise .....	28, 31, 61, 937	\$91, 741, 228
Treasure .....	18, 31, 38, 545	43, 136, 889
Total .....	41, 62, 90, 482	134, 878, 117
Government stores .....	1, 96, 06, 724	6, 362, 265
Government treasure .....	47, 80, 266	1, 548, 808
Total imports, including Government transactions .....	44, 06, 76, 462	142, 779, 175
<b>EXPORTS.</b>		
Merchandise .....	37, 82, 52, 951	122, 558, 956
Treasure .....	7, 73, 85, 523	25, 042, 909
Total .....	45, 56, 38, 474	147, 596, 865
Government stores .....	20, 24, 042	655, 906
Government treasure .....	1, 50, 00, 663	4, 860, 215
Total exports including Government transactions .....	47, 26, 63, 589	153, 112, 986
<b>TOTAL OF PRIVATE IMPORTS AND EXPORTS.</b>		
Merchandise .....	66, 14, 04, 888	214, 296, 184
Treasure .....	21, 05, 24, 068	68, 209, 796
Total .....	87, 19, 28, 956	282, 504, 982
Total of Government stores and treasure (imports and exports) .....	4, 14, 11, 045	13, 417, 179
Grand total .....	91, 33, 40, 001	296, 922, 161

## IMPORTS.

The following table gives the values of the import trade of Bombay for the two years 1900-1901 and 1901-2, the articles being grouped under the classes in which they occur in the trade returns:

Articles.	1900-1901.		1901-2.	
	<i>Rupees.</i>		<i>Rupees.</i>	
Animals, living .....	17, 84, 786	\$578, 271	18, 38, 466	\$595, 668
Articles of food and drink .....	5, 17, 72, 946	16, 774, 435	4, 48, 58, 288	14, 372, 065
Metals and manufactures of:				
Hardware and cutlery .....	60, 09, 590	1, 947, 107	58, 81, 588	1, 905, 635
Metals .....	1, 84, 37, 982	5, 973, 906	2, 01, 52, 927	6, 529, 549
Machinery and millwork .....	72, 23, 304	2, 340, 350	89, 34, 126	2, 894, 657
Railway plant and rolling stock .....	43, 14, 392	1, 559, 863	44, 78, 830	1, 451, 141
Chemicals, drugs, medicines and narcotics, dyeing and tanning materials:				
Chemicals .....	16, 06, 678	520, 240	13, 47, 776	598, 680
Drugs, medicines and narcotics .....	30, 78, 780	997, 524	31, 94, 083	1, 034, 367
Dyeing and tanning materials .....	49, 17, 708	1, 593, 335	62, 19, 347	2, 015, 068
Oils .....	1, 13, 13, 009	3, 665, 415	1, 25, 66, 470	4, 071, 536
Raw material and unmanufactured articles .....	2, 80, 50, 049	9, 091, 182	2, 41, 64, 064	7, 829, 153
Articles manufactured and partly so:				
Yarns and textile fabrics .....	8, 98, 58, 096	28, 952, 023	11, 16, 20, 268	36, 164, 967
Apparel .....	52, 78, 658	1, 710, 285	59, 98, 116	1, 943, 339
Other articles .....	2, 80, 68, 991	9, 082, 733	3, 18, 96, 948	10, 834, 611
Total .....	26, 32, 17, 966	86, 379, 829	28, 31, 61, 937	91, 741, 228



*Animals, living.*—Of the increase under this head, 41,000 rupees (\$13,284) is due to horses. In the imports of horses from the United Kingdom, there is a drop of 48, valued at 36,160 rupees (\$11,716), while the number and value of these animals brought from Australia is practically the same as last year.

There was an increase of 703 horses, representing 1.86 lacs (\$60,264), from Persia. Since the outbreak of plague in Bombay, this trade has been in an unsettled condition, but has now more than regained its former dimensions. In addition to the increased imports here, it is understood that a considerable number of horses are now being brought into northern India by the Quetta-Seistan land route. The enlarged imports seem to be in response to a demand for this class of horses for remounts.

#### ARTICLES OF FOOD AND DRINK.

The decrease of 74.14 lacs (\$2,402,136) under this head amounts to 14 per cent of the total trade. The values of the principal articles in the group for the two years 1900-1901 and 1901-2 were:

Articles.	1900-1901.		1901-2.	
	<i>Rupees.</i>		<i>Rupees.</i>	
Sugar.....	2,61,73,004	\$8,480,248	2,52,22,086	\$8,171,940
Grain and pulse.....	80,13,388	2,596,331	24,16,644	782,988
Provisions.....	79,60,068	2,579,069	78,12,921	2,531,386
Liquors.....	48,50,559	1,571,561	50,69,644	1,642,685
Tea.....	22,62,014	733,184	13,20,841	427,962
Spices.....	19,55,788	633,675	22,10,088	916,089
Coffee.....	1,66,221	53,856	1,28,820	41,738
Hops.....	1,24,499	40,338	89,328	28,642
Articles not specified.....	2,65,385	86,163	87,966	28,501

*Sugar, refined.*—The receipts of refined sugar from the principal sources of supply, during the past two years, have been:

Country.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
	<i>Cwt.</i>		<i>Cwt.</i>	
Austria-Hungary.....	294,911	\$1,154,715	555,648	\$1,954,971
Germany.....	48,154	154,566	111,463	407,319
Mauritius.....	1,742,694	6,219,454	1,585,791	5,207,410
Hongkong.....	188,945	768,371	109,379	418,326

When the import duties were imposed in March, 1894, the prices of the three classes of sugar were: Beet, 14 rupees (\$4.53) per hundredweight; Mauritius (cane), 12 rupees (\$3.88), and China (cane), 13 rupees (\$4.21). Since then, the prices have been steadily declining, and in March, 1902, showed decreases of 28½, of 16½, and of 19 per cent, respectively. In addition to this it must be remembered that since the countervailing duties were applied in 1899, beet sugar has suffered a further reduction in price amounting to at least 30 per cent.

The total imports of refined sugar since 1897-98 have increased 44 per cent, and the proportion of beet has risen from 14 to 25 per cent, in spite of the continually decreasing prices. The attempts made heretofore to deal with the imports of bounty-fed sugar have not been

satisfactory. The recent legislation, affording additional protection pending the enforcement of the Brussels international conference, had no effect on the trade of the year.

*Grain and pulse.*—The drop of \$1,865,000 under this head, though it still leaves the imports above the average, is proof of a return to normal conditions, more especially as it is accompanied by a drop of over \$10,000,000 (\$3,240,000) in the imports of rice from Burma.

*Provisions.*—The decrease of 1.47 lacs (\$47,628) from last year's figure of 79.6 lacs (\$3,227,040) still leaves the imports under this head far above the average for the previous five years.

Dates, principally from Maskat and Turkey in Asia, the largest item under this head (28.0 lacs, or \$907,200), show a decrease of 1.08 lacs (\$34,992) from the figures of last year. This decline was due to Maskat dates, as there was a substantial increase of 11.50 per cent in the shipments from Turkey in Asia. Fish maws and shark fins, principally from the Persian Gulf, show an increase of 1.76 lacs (\$57,024). Dried fruits and vegetables show an increase of 3.51 lacs (\$113,724), the whole of which is due to almonds. Most of the almonds have hitherto come from Persia, which shows an increase of 1.5 lacs (\$48,600), but Italy and France, from which the imports have been small, have this year sent almonds to the value of nearly 2 lacs (\$64,800). The fact that this trade should make so great a headway, when the ordinary sources of supply are well up to the average, is remarkable.

#### *Liquors.*

Articles.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
Ale, beer, porter, and other fermented liquors .....	<i>Gallons.</i> 1,157,801	\$397,442	<i>Gallons.</i> 1,361,636	\$474,346
Spirits .....	362,106	879,958	372,378	901,188
Wines .....	117,529	296,153	94,620	267,085
Total .....	1,637,436	1,571,594	1,828,634	1,642,565

Beer is responsible for the increase of 2.19 lacs (\$76,956), as wine shows a decrease which more than compensates for the slight gain under spirits. Of the 14.64 lacs (\$474,336) of beer imported, 13.43 (\$435,132) comes from the United Kingdom and nearly 1 lac (\$32,400) from Germany.

The recent bounties to troops are probably not unconnected with this rise in the imports of beer, simultaneously with which a decrease of 35,171 rupees (\$11,396) in hops was recorded, which would seem to show that Indian breweries have not shared in the increased sales.

Of whisky, out of 9.12 lacs (\$314,928), the largest item under spirits, 97 per cent comes from the United Kingdom. There has been a decrease of 37 per cent in the cheap whisky "made in Germany." Brandy also shows decreased imports, while there is an increase of 0.82 lac (\$26,568) in whisky.

A small increase has also taken place under perfumed spirits. Of a total import of 50.69 lacs (\$1,642,356), the share of the United Kingdom is 64.5 per cent; France, 21 per cent, and of Germany, 5 per cent.

Several American brewing companies have placed their beers on the Bombay market, but it yet remains to be seen whether the European people in India will like them.

*Tea.*—The following table shows the quantity and value of the imports from the chief sources of supply:

From—	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
Ceylon, black .....	1, 238, 064	\$150, 476	615, 500	\$73, 564
Hongkong:				
Black .....	180, 883	32, 616	125, 331	21, 471
Green .....	2, 188	266	11, 008	1, 231
Treaty ports:				
Black .....	355, 582	108, 497	302, 142	79, 641
Green .....	1, 990, 109	181, 019	1, 273, 745	210, 166
Java, black .....	431, 456	131, 508	150, 660	38, 335
Other places .....	16, 132	4, 211	16, 679	3, 546
Total .....	4, 269, 414	603, 593	2, 501, 065	427, 933
Calcutta or India .....	3, 662, 738	532, 089	3, 594, 215	436, 105

The heavy decrease of 9.42 lacs (\$305,208), principally in Ceylon and Java black and China green tea, which are mostly imported for reexport purposes, is explained by the fact that Persia, the chief consumer, owing to bad seasons, has not been able to take her usual quantity. In addition to this, Russia is making determined efforts to wrest this trade from India, and Russian steamers now running regularly to Persian Gulf ports get a share of the trade with Persia and Asiatic Turkey, which was formerly under the control of India.

*Spices.*—The increase of 2.54 lacs (\$82,296) is due to cloves, which is the largest item in this class, being 14.36 lacs (\$465,262) out of the total of 22.10 (\$716,040). Cloves come to Bombay, principally from Zanzibar, for reexport after sorting. There was a decrease in the import of betel nuts from the Straits, local produce having made good the deficiency. The present figure of 2.47 lacs (\$80,028) is the smallest since 1897-98.

Imports of pepper, cardamoms, and ginger also show a decrease.

*Coffee.*—There is a still further drop of 368 hundredweight and 37,401 rupees (\$12,118) in value, which makes the present year's imports lower than those in any of the preceding five years. The decrease occurs in cheap Brazilian coffee imported from Austria.

#### METALS AND MANUFACTURES OF METALS.

*Hardware and cutlery.*—The value of the trade under this head' with the chief sources of supply during the last two years, is as follows:

Year.	United Kingdom.	Austria-Hungary.	Belgium.	Germany.	United States.
1900-1901 .....	\$1, 189, 129	\$222, 337	\$136, 647	\$281, 947	\$40, 467
1901-2 .....	1, 103, 379	153, 078	154, 963	388, 410	46, 945

The continuous increase in German goods is very significant, more especially as it does not mean so much the usurpation of the trade of other countries as competition with articles of Indian manufacture. Of the total amount of 11.98 lacs (\$388,152) of German goods imported,

11.22 lacs (\$363,528) represented "hardware" and "other sorts." Probably half this amount is due to enameled ware, in which there is a yearly increasing trade, replacing more and more the native utensils made of metal. Many of the other German articles are similarly designed to supplant articles of native manufacture; in fact, the greater portion of the trade seems to be carried on with this special object in view. The decrease in imports from Austria occurs under the same heading as the increase in Germany, with which she competes very keenly. Of the decrease in the imports from the United Kingdom, 1.67 lacs (\$54,108) occur in implements and tools, and is probably due to the decline in imports of tools for famine laborers. Cutlery amounting to 5.50 lacs (\$178,200) is divided almost equally between the United Kingdom and Belgium.

*Metals.*—For the last two years, the values and quantities of trade under this head were:

Articles.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
Brass.....	<i>Cwt.</i> 8,528	\$85,471	<i>Cwt.</i> 8,714	\$97,120
Copper.....	74,656	1,861,526	84,259	1,507,948
German silver.....	7,046	281,686	7,361	287,887
Iron.....	707,258	2,067,736	823,968	2,069,696
Lead.....	17,566	84,748	27,061	106,869
Quicksilver.....	1,226	84,776	1,244	82,180
Steel.....	656,166	1,596,097	978,504	1,969,495
Tin.....	8,079	265,233	8,253	245,122
Zinc or spelter.....	27,868	147,594	29,869	144,240
Metals, unenumerated.....	1,225	59,088	2,083	69,321
Total.....	1,504,618	5,978,906	1,966,843	6,529,872

The only very considerable increases over last year are in copper and steel. The imports are still far below those of ten years ago. It is probable that the high prices of copper in recent years, which put copper and brass utensils beyond the reach of many, gave an impetus to the trade in enameled ware, which is supplied so largely from Germany and Austria.

The prevailing market prices of steel have decreased by about 20 per cent, and it is probable that in consequence the stocks are larger than usual.

An increase of 26.5 per cent in galvanized-iron sheets shows the growing popularity of this material for roofing, etc. The increase in iron sheets and plates, beams, pillars, girders, and similar articles of steel seems to show that steel is replacing iron for many purposes, now that the prices of the two have come more closely together. An increase in the new trade of German silver may also be noted. It is characteristic of the German system of catering to foreign markets that a very large quantity of this metal, which is used for making drinking cups and other utensils, should be put up in circular pieces, which need only to be hammered into shape.

*Machinery and millwork.*—The value of the imports under this head for the last five years is as follows:

1897-98.....	\$3,272,445
1898-99.....	5,208,793
1899-1900.....	3,749,579
1900-1901.....	2,340,350
1901-2.....	2,894,657

During the last two years, the imports of mill machinery were adversely affected by the cotton failure of 1899–1900 and the lack of demand for Indian yarn in China. The removal of these causes has tended to improve the imports, which are, however, far below those of the year immediately preceding that period. Of the total trade, 96 per cent belongs to the United Kingdom and the remainder to the United States.

*Railway plant and rolling stock.*—The following figures show the value of the trade for the last five years:

1897–98.....	\$3,440,880
1898–99.....	5,261,760
1899–1900.....	4,983,164
1900–1901.....	1,559,736
1901–2.....	1,450,872

A certain amount of the decrease is due to the transfer of the imports on behalf of the G. I. P. Railway to the heading of Government stores, that railway having been taken over by the Government.

#### CHEMICALS, NARCOTICS, AND DYEING AND TANNING MATERIALS.

*Chemicals.*—The increase of 15 per cent under this head makes the year the largest in the decade. The growth appears to be due to the activity prevailing in the mills and factories during the year and to chemicals for the cotton industry being admitted free of duty.

*Drugs, medicines, and narcotics.*—The list of articles comprised under this head is a very long one, and the imports fluctuate yearly, more, however, in value than in quantity. Noticeable among these fluctuations is an increase of 54 per cent in the value of imports of camphor from Japan.

Tobacco is included under this head, and cigars and cigarettes show a combined increase of 20 per cent. The import of cigarettes especially is increasing. In 1897–98 the total was, including cigars, valued at \$70,632 and now stands at 4.29 lacs (\$138,996). The increase has been principally in the imports of cigarettes of American tobacco.

#### *Dyeing and tanning materials.*

Articles.	1900–1901.		1901–2.	
	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
Alizarine dyes.....	8,143,600	\$391,002	8,785,125	\$676,574
Aniline dyes.....	2,462,739	833,279	3,347,737	1,084,072
Cochineal.....	1,606	44,394	1,601	355,754
Gambler.....	1,595	9,180	692	3,733
Madder and munjit.....	1,477	4,743	634	2,105
Saffron.....	33,602	195,124	39,359	176,556
Turmeric.....	10,738	35,585	420	1,527
Other sorts.....	8,703	30,147	4,590	52,734
Total.....		1,598,336		2,015,069

Owing to the activity in the cotton trade and the small imports of the preceding two years, there is a large growth in the imports of aniline and alizarine dyes. Because of combination between producers, there has been a large increase in the prices of alizarine dyes, and though the quantity imported was only 20 per cent in excess of that of last year, the value shows an increase of 73 per cent.

It may be noted here that the value of indigo imported by coasting vessels declined by 229,420 rupees (\$74,332).

*Oils.*—Out of the total imports of 125.66 lacs (\$4,071,384), 118.50 lacs (\$3,839,400) represents mineral oils, principally petroleum products. The following table shows the quantities, sources, and values of the supply of mineral oils for the last two years:

Articles.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
<b>Kerosene:</b>	<i>Gallons.</i>		<i>Gallons.</i>	
Russia .....	22,624,727	\$3,548,797	28,396,987	\$3,496,442
United States .....	863,087	184,379	185,264	39,170
Other countries .....				
<b>Other sorts:</b>				
Russia .....	200	87	32,000	5,771
United States .....	1,060,388	222,632	940,860	188,026
Other countries .....	1,133,962	109,188	890,655	108,258
<b>Total</b> .....	<b>26,672,314</b>	<b>4,061,846</b>	<b>30,447,666</b>	<b>3,839,662</b>

The most noticeable features of the year's trade are the fall in prices, the continued decrease in the imports from America, and the increase from Russia. The imports of kerosene oil from America are now practically confined to case oil of the highest quality, with 150 degrees flash point. Of the total quantity of over 28,000,000 gallons imported from Russia, nearly 13,000,000 was in bulk. The import of bulk oil from Russia started in 1896-97 with about 3,500,000 gallons, and has since been steadily increasing. Notwithstanding the large imports of oil from Russia, the trade does not seem to have been speculative.

The markets have steadily absorbed the increase and the stocks in hands of importers are not larger than usual. The establishment of depots at convenient places all along the coast has stimulated demand, and the export by coasting vessels alone shows an increase of nearly 1,250,000 gallons.

The decrease in other sorts of oils is due to a fall in price, not to a decrease in quantity.

#### RAW MATERIALS AND UNMANUFACTURED ARTICLES.

The imports of the principal articles under this head for the years 1900-1901 and 1901-2 are shown below:

Articles.	1900-1901.	1901-2.
Coal .....	\$580,244	\$1,124,934
Cotton (raw) .....	2,165,256	612,028
Gums and resins .....	262,234	294,388
Hides and skins (raw) .....	153,423	154,594
Ivory (unmanufactured) .....	514,519	501,477
Jewelry (precious stones and pearls unset) .....	1,369,987	1,832,222
Silk (raw) .....	2,766,714	2,072,881
Tallow .....	79,651	133,988
Wood (teak and other timber) .....	571,621	490,675
Wool (raw) .....	168,659	192,678
Articles not specified .....	458,825	419,789
<b>Total</b> .....	<b>9,091,132</b>	<b>7,829,164</b>

*Coal.*—Lower and easier freights have induced heavy imports of coal during the year, but notwithstanding competition, the Indian product has more than maintained its position, the quantity mined

being larger than heretofore. The fall in price has also been less than in the case of other varieties. The heavy import of English coal was largely due to speculation, and purchasers had in many instances to pay heavy forfeits for their inability to accept delivery. Large quantities shipped from England are now on the hands of importers and will hamper the trade for some years to come, as deterioration from exposure will shut it out from the ordinary markets for the best varieties and necessitate its being worked off slowly.

*Cotton (raw).*—The failure of the cotton crop in 1899–1900 and 1900–1901 caused heavy imports of that fiber during those two years. That the imports of it are still very heavy is due to the mills working longer hours, and to the fact that during the upward tendency of prices in 1900–1901, large quantities of cotton were purchased by speculators, which arrived only this year. The heaviest drop is of 30.11 lacs (\$975,564), or 80 per cent, in American, followed by 8.85 lacs (\$286,740), or 18 per cent, in Egyptian. Persian cotton, which is imported for mixture with Indian varieties before exportation, also shows a drop of 5.58 lacs (\$180,792), or 80 per cent.

*Jewelry.*—The increase of 26 per cent under this heading is entirely in unset pearls. The very high rates given by speculators in 1900, who hoped to realize fabulous prices at the Paris Exposition, induced large sales of pearl ornaments by the wealthier classes.

*Silk (raw).*—Although the decline in value amounts to 25 per cent, the reduction in weight is only 18 per cent, which would seem to show that high prices have to a certain extent interfered with imports. Almost the whole supply is drawn from China.

*Wood (teak, etc.).*—Teak is the largest item in this trade, and the following table shows the quantity and value imported from the two chief sources of supply during the last two years:

Country.	1900–1901.		1901–2.	
	Quantity.	Value.	Quantity.	Value.
	<i>Cu. tons.</i>		<i>Cu. tons.</i>	
Siam.....	16,484	\$486,797	13,856	\$335,370
Burma.....	41,901	896,226	33,808	883,428

*Wool (raw).*—The increase in wool imports is due to Persia, and although the supply is better than that of the preceding two years, it is not yet up to the standard of 1899.

#### ARTICLES MANUFACTURED OR PARTLY MANUFACTURED.

*Cotton twist and yarn.*—The import of yarn of counts under 26 is insignificant. In the following table, the imports of counts over 26 is contrasted with the production in the local mills for a period of five years. The figures are in millions of pounds:

Year.	Yarn imported.			Yarn locally produced.			Total local and all counts.
	26s to 30s.	31s and upward.	Total.	26s to 30s.	31s and upward.	Total.	
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1897–98.....	4.71	7.2	11.91	10.91	4.99	15.9	394
1898–99.....	4.23	8.45	9.68	10.72	4.66	15.38	368
1899–1900.....	3.64	6.2	9.84	11.72	5.35	17.07	371
1900–1901.....	1.86	3.71	5.57	12.28	11.09	23.37	243
1901–2.....	2.44	5.06	7.5	17.2	11.2	28.4	415

It will be seen from these figures that, since 1899, there has been a large increase in the local production of yarn of the higher counts and a corresponding decrease in imports of same. This appears to have been due to the heavy purchases of the longer staples from America and Egypt, necessitated by the failure of local crops in 1900. The absence in most Bombay mills of any artificial means of supplying humidity to keep the atmospheric conditions from constant variation adds greatly to the difficulty in spinning the poorer staples into anything but very low counts, and good crops always mean a more than proportionate production of these easier counts.

The increase in the local production of counts 26 to 30, for use in Bombay mills, also indicates a tendency to manufacture superior cloths of standard varieties, which escape a portion of the cotton duties by conformity to the general descriptions of the inferior standard on which the tariff is based.

The excise duty, which is placed by the Government upon Indian cotton manufactures, no doubt has a tendency to give the Manchester mills a freer hand in the Eastern market, especially where India was pushing her foreign trade. English yarn is largely used by the handloom weavers also, and the heavier imports of the year are evidence of the resumption of this industry, which was disorganized during the prevailing distress of the previous two years.

The accumulation of stocks at the end of the year was 3,671 bales, against 2,286 at the end of the preceding year. It is, however, no larger than is necessary to keep a brisk market steady.

*Cotton manufactures.*—A large increase is recorded. In the following table, the imports of gray, white, and colored goods are contrasted with the purchase of similar goods last year:

Class.	Quantity.		Value, 1900-1901.		Value, 1901-2.	
	1900-1901.	1901-2.	Rupees.	U.S. currency.	Rupees.	U.S. currency.
	<i>Yards.</i>	<i>Yards.</i>				
Gray .....	193,820,274	191,801,860	22,090,785	\$7,157,398	23,260,896	\$7,536,530
White .....	186,326,567	219,882,252	23,848,088	7,574,781	20,110,887	6,515,765
Colored .....	109,306,817	178,822,414	19,246,612	6,286,902	30,224,122	9,792,616

The increase in "grays" is only in value, due to the displacement of the heavier sorts, such as shirtings, jeans, and drills, in the favor of local manufactures, and to an increase in finer sorts, such as saris, dhoties, and scarfs. There have been, however, heavy decreases in mulls and jaconets, which are made of the finer yarns, and of "T" cloths, which are mostly reexported to the Persian Gulf. The increase in whites occurs in all varieties, but is most marked in jaconets, mulls, nainsooks, and fancy goods.

The improvement of 110 lacs (\$3,564,000) in colored goods makes the year one of the largest in the decade. All the subheads show an increase, but it is most marked in prints, chintzs, and dyed shirtings. Cotton hosiery shows an increase of over 45 per cent, mostly from Italy. Of the total imports of cotton manufactures, 94 per cent comes from the United Kingdom.

*Flax.*—There is an increase of 23,875 rupees (\$7,736) in canvas, and 1.79 lacs (\$57,996) in piece goods, the total increase being 39 per cent. Of the total imports, 92 per cent is from the United Kingdom.



*Silk.*—The increase of 5.58 lacs (\$180,792) is due solely to imports from the continent of Europe, the imports from China and Japan, the other chief sources of supply, being less by 4.27 lacs (\$138,348), or 11 per cent, and 1.74 lacs (\$56,376), or 14½ per cent, respectively.

It may be remarked that the substitution of goods made of silk mixed with other materials, for pure silk goods, seems to be one of the principal reasons for the increased trade with Europe, at the expense of China and Japan.

Of the increase of 11.5 lacs (\$372,600) from Europe, 7.5 lacs (\$243,000) falls to France, 1 (\$32,400) to Italy, and 2.5 (\$81,000) to Belgium.

*Wool and woolen piece goods.*—Woolen piece goods, which amount to 70.15 lacs (\$2,272,860), show an increase of 11.41 lacs (\$369,684), or 19.5 per cent. Germany has an increase of 6½ lacs (\$218,700) under this head. The popularity of cheap German imitations of Bradford cloth among natives using serge and other fancy coatings has greatly added to the imports from that Empire. A decrease of 1.51 lacs (\$48,924) is recorded in shawls, probably due to a surplus of the heavy imports of the previous year having to be worked off.

*Wearing apparel and boots and shoes.*—Under boots and shoes, there is an increase of 21 per cent. Of the total imports, 88 per cent is from the United Kingdom, which seems to occupy the same position with respect to cheap boots as does Germany in cheap hardware. Exclusive of this trade, there is in wearing apparel an increase of 12½ per cent, to which Austria contributes about 2½ lacs (\$89,100); France, 2½ lacs (\$72,900); Japan, 1½ lacs (\$40,500); Italy, 1 (\$32,400), and Russia, one-half lac (\$16,200), while there are decreases of over one-half lac (\$16,200) from the United Kingdom, and three-fourths lac (\$24,300) from China. The increases in the case of Austria and Japan bring the figures up to those of former years. From France and Italy, yearly increasing quantities of felt caps and silk and cotton lace, made after the Indian fashion, swell the figures, while the increase in the Russian trade is due to the enterprise of Bokhara merchants, who have established a regular trade with Batum and Bombay.

*Other articles.*—The imports of the principal manufactured articles included under this head during the years 1900–1901 and 1901–2 are shown below:

Articles.	1900–1901.	1901–2.
Arms, ammunition, and military stores.....	\$108,815	\$101,802
Books and printed matter.....	363,809	368,575
Building and engineering materials.....	172,647	205,156
Cabinet ware and furniture.....	137,665	115,329
Candles.....	107,321	72,908
Carriages and carts.....	306,122	369,408
Clocks and watches.....	270,332	309,315
Earthenware and porcelain.....	196,290	273,166
Glass and glassware.....	1,088,985	1,584,272
Hides and skins (dressed).....	65,780	122,151
Instruments, apparatus, and appliances thereof.....	516,409	591,267
Jewelry, jewelry and plate.....	253,779	215,300
Leather and leather manufactures, excluding boots and shoes.....	293,540	291,547
Matches.....	427,303	429,603
Oilcloth and floor cloth.....	72,088	119,359
Paints and colors and painters' materials.....	506,688	531,799
Paper and pasteboard.....	757,630	980,469
Soap.....	252,276	257,747
Stationery.....	444,133	452,694
Toys and requisites for games.....	202,179	238,290
Umbrellas.....	344,729	217,969
Articles imported by post.....	1,286,980	1,084,235
Articles not specified.....	917,461	981,324

The imports of glass and glassware show the largest increase of any of these articles, and every department of the trade has shared in the growth. Bottles have increased by 33½ per cent, principally in bottles for aerated waters, which are yearly becoming more popular with the natives. Sheet and plate glass has increased by 56 per cent, the large building operations in Bombay having stimulated the demand. A similar reason accounts for the increase under oilcloth, building, and painting materials. The purchases of beads and false pearls are also greater. The trade in the former has been transferred from China to Austria and Italy. The large increase of 10.86 lacs (\$351,864), or 45 per cent, in other glassware, which includes lamps, bangles, etc., is, however, most remarkable, as 8.31 lacs (\$269,244) have gone to Austria, which, in addition to its own goods, sends out large quantities of glassware made in Germany. The cheapness as well as the more extended distribution of kerosene oil every year appears to have given a great stimulus to the imports of cheap lamps, which Austria and Germany have practically made their own trade.

Austria has also wrested from China the trade in bangles, and exported to India this year over 6 lacs' worth (\$194,400), which have overstocked the market. These countries also cater to the demand for the small colored lights which are now so fashionable for illumination at all native gatherings. The increase under books is due largely to the imports of costly books for sale on the installment plan.

Motor cars contribute half a lac to the imports of carriages. The increase in clocks and watches is in the cheap Swiss variety. The cheaper class of watches come mostly from France and the better ones from the United States. The American clock is very popular here.

Of the total imports of instruments, 4.17 lacs (\$135,108) represents musical instruments, 3.54 lacs (\$114,696) photographic, and 9.88 lacs (\$320,112) scientific and miscellaneous kinds. The share of the United Kingdom in this trade is 26 per cent, and of the increase, 0.96 lac (\$31,104) is under musical instruments, 0.35 lac (\$11,340) under photographic, and 0.36 lac (\$11,664) scientific.

The value of the typewriters imported was 63,321 rupees (\$20,516). Outside of Government circles, the American typewriter seems to be in the lead.

In matches, Sweden and Norway have increased at the expense of Japan, whose share of the trade has declined from 8.21 to 6.51 lacs (\$266,004 to \$210,924). The rise in the imports of paper and pasteboard is shared by all varieties, but in the better classes, the shipments from the United Kingdom have declined in favor of Austria.

Under umbrellas, the decrease is due largely to the substitution for the finished product of parts to be put together in India.

There is a steady increase of 24 per cent in the value of articles imported by post.

#### EXPORTS.

*Exports of foreign merchandise.*—During the past year, there was reexported nearly \$8,500,000 worth of goods of foreign manufacture, a decrease of \$5,333,000 from the figures of eight years ago. It is very evident that Bombay is steadily ceasing to occupy that commanding position which she formerly held as a port of distribution of foreign merchandise intended for the east coast of Africa and western

Asia. The establishment of direct communication between Europe and those parts of the world must in time have had this result, but the general disorganization of trade in India on account of the plague hastened the natural course of events. The fall in exports to the Persian Gulf is most remarkable, and it is noteworthy that the decrease during the last ten years should be accompanied by an increase in the shipments of local manufactures. Cotton goods and cotton twist and yarn alone represent 52 per cent of the total reexports.

*Exports of Indian merchandise.*—The following table shows the value of the exports of Indian merchandise during the last three years from this port, the articles being arranged in the order in which they are classified in the trade returns:

Articles.	1899-1900.	1900-1901.	1901-2.
Animals, living .....	\$5,423	\$2,082	\$2,543
Articles of food and drink .....	7,589,639	4,060,130	4,817,325
Metals and manufactures of:			
Hardware and cutlery .....	26,576	38,148	36,280
Metals .....	258,716	868,768	498,621
Machinery and millwork .....	8	1,045	9,653
Chemicals, drugs, medicines, narcotics, dyeing, and tanning materials:			
Chemicals .....	9,313	10,621	9,158
Drugs, medicines, and narcotics .....	10,185,009	11,004,070	7,832,144
Dyeing and tanning materials .....	1,468,217	1,321,864	1,368,984
Oils .....	216,906	238,624	308,349
Raw materials and unmanufactured articles .....	42,896,945	41,921,559	65,659,497
Articles manufactured and partly manufactured:			
Yarns and textile fabrics .....	23,089,308	15,608,213	30,119,888
Apparel .....	264,800	381,712	279,996
Other articles .....	3,968,297	4,676,569	3,384,558
Total .....	89,868,155	80,102,168	114,347,971

Raw cotton, cotton twist, and yarn and seeds form about 75 per cent of the total exports, and it is the increase in the shipments of these articles which raises the record of the present year so far above its predecessors; 51 per cent of the raw cotton goes to Japan, and 10 per cent to China, as does also 95 per cent of the cotton yarn. Of the seeds, nearly 38 per cent is sent to France, and 23 per cent to Belgium.

China stands first in the list of countries consuming Indian merchandise, with nearly one-third of the total, Japan second, and France a bad third.

*Articles of food and drink.*—Following is a comparative statement, for the years 1900-1901 and 1901-2, of the exports of the principal articles comprised in this class:

Articles.	1900-1901.	1901-2.
Coffee .....	\$72,840	\$44,735
Fruits and vegetables .....	101,246	183,509
Grain and pulse .....	2,285,172	2,329,695
Provisions .....	639,200	546,178
Spices .....	484,715	632,716
Sugar .....	95,354	90,924
Tea .....	422,325	439,538

*Coffee.*—There is a drop in quantity of nearly 33 per cent from the last year. The price also has fallen by about 8 per cent. The trade of Bombay, however, represents only an insignificant portion of the Indian crop.

*Grain and pulse.*

Articles.	1899-1900.	1900-1901.	1901-2.
Barley.....	\$15,683	\$13,251	\$7,779
Gram.....	16,845	13,432	85,347
Jowar and Bajra.....	506,634	116,015	140,296
Oats.....	1,710	194	1,023
Pulse.....	140,592	101,689	219,566
Rice in the husk (paddy).....		687	1,107
Rice not in the husk.....	1,102,868	1,022,607	1,340,488
Rice flour.....	2,833	4,968	1,919
Wheat.....	3,145,711	32,968	145,648
Wheat flour.....	1,008,924	910,103	981,644
Other sorts.....	9,925	7,006	4,197
Total.....	5,951,673	2,242,960	2,928,574

The improvement of the present year does not bring the exports to anything like their normal proportions. Wheat, which in 1898-99 was exported to the value of nearly 340 lacs (\$11,016,000), is now down to 4½ lacs (\$145,800). Though the harvests were good, local prices were too favorable for export. It may be noted that Australian wheat to the value of 8.30 lacs (\$268,920), and wheat from Karachi to the value of 96 lacs (\$3,110,400), were similarly absorbed to meet local demands. Flour has maintained its position fairly well all through the famine years, owing to a constant demand from Aden, Arabia, Ceylon, and Indian immigrants in African countries.

*Provisions.*

Articles.	1900-1901.		1901-2.	
Butter.....pounds..	121,438	\$29,880	149,214	\$4,407
Cheese.....do.....	56	8		
Fish maws and shark fins.....do.....	763,438	247,626	398,464	96,670
Fish:				
Dry, unsalted.....do.....	1,732,513	47,877	1,659,365	51,564
Dry, salted.....do.....	173,998	5,111	89,404	3,037
Fruits and vegetables, dried, salted or preserved—other sorts.....cwt..	10,004	23,094	25,510	59,560
Ghee.....pounds..	1,267,349	187,233	1,322,573	190,845
Other sorts of provisions.....cwt..	18,055	98,421	18,143	108,662
Total.....		639,250		514,845

The drop of 14.5 per cent is almost entirely due to decreased exports of fish maws and shark fins, principally to China.

*Tea.*—The increase in the quantity of tea exported was 9 per cent, while the increase in value was only 4 per cent, showing a lower range of prices. Persia and Asiatic Turkey, as usual, took the largest quantities. It is satisfactory to notice that although the export of Chinese tea to Persia has fallen off, the shipments of Indian tea to that country has increased.

*Metals, and manufactures of metals, etc.*—The shipments of manganese ore from Bombay, which began only in 1900-1901 with 4.48 lacs (\$145,152), contribute 8.15 lacs (\$264,060) to the export figures of the present year.

Notwithstanding the increase in the exports of manganese ore, there is a decrease from the metal trade of 1900-1901, almost wholly due to brass and copper. The cessation of the acute distress which drove the poorer classes to place their brass and copper vessels upon the market,

and of the export of Baroda copper coins to Europe, are responsible for the decrease. During the year 1900-1901, the greater part of the manganese ore was shipped to the United Kingdom, but now Germany and the United States take the lead, the exports to the United Kingdom having declined. During the past year, nearly 300,000 tons of this ore were shipped direct from Bombay to Baltimore.

*Chemicals and drugs, narcotics, etc.*—The principal articles of export comprised under this heading are:

Articles.	1899-1900.	1900-1901.	1901-2.
Opium.....	\$9, 876, 684	\$10, 798, 321	\$7, 302, 038
Tobacco.....	172, 555	140, 751	339, 965
Dyeing and tanning materials.....	1, 468, 217	1, 321, 864	1, 338, 313

*Opium.*—The heavy decrease of 105.13 lacs (\$3,406,212) in opium, representing 7,173.2 chests, is due to China. The high price which the Indian exporters demanded, through an underestimate of the Malwa crop, encouraged the increasing tendency of the Chinese to consume their home product.

*Tobacco.*—There is an abnormally large increase in the exports of unmanufactured tobacco to Aden, the chief receiving and distributing center of this trade. After two years of small imports, that port received this year tobacco to the value of 1,101,067 rupees (\$356,746), showing an improvement of 185 per cent. This is the largest export ever made. There have been very full crops during the past year, and the lower prices have enabled Aden to replenish its exhausted stock. Besides distributing tobacco in the interior of Arabia and the Red Sea coast, Aden has factories where cigarettes are prepared after European fashion, and the imports of these articles into India are increasing.

*Dyeing and tanning materials.*—Indigo, myrobolans, and tumeric are the only important articles in this class. The values of the exports for the past three years have been:

Articles.	1899-1900.	1900-1901.	1901-2.
Indigo.....	\$897, 259	\$344, 321	\$195, 038
Myrobolans.....	961, 321	859, 404	1, 016, 839
Tumeric.....	103, 301	118, 838	175, 947

*Indigo.*—There is a heavy drop of over 43 per cent in the exports of indigo, with no compensating feature, as the price is as poor as that of last year. The largest decline is in the exports to Persia, which represent about 76 per cent of the Bombay trade. The decrease, which amounts to 305,698 rupees (\$99,047), is probably due to the large quantity of indigo exported to that country last year and to the bad season from which parts of Persia suffered. It must, however, in this connection, be remembered that a quantity of indigo goes to Persia by the new overland Quetta-Nushki-Mashed route.

The exports to European countries suffer increasingly as the struggle between the synthetic and the natural indigo becomes more and more acute, and the issue, unfortunately, is not likely to be in favor of the Indian produce.

The increases in myrobolans and tumeric, due to better crops, are distributed among all the importing countries.

*Oils.*—The heavy increase of 29 per cent in exports is due to essential oils, for which there has been an active demand and steady prices throughout the year.

*Rare materials.*—In the following table, the values of the exports of the principal articles comprised in this class are shown for three years:

Articles.	1899-1900.	1900-1901.	1901-2.
Cotton.....	\$22, 224, 386	\$22, 936, 936	\$36, 450, 470
Fodder, bran, and cattle food.....	140, 067	110, 546	124, 492
Gums and resins.....	244, 891	226, 718	244, 219
Hemp.....	689, 691	670, 331	671, 774
Hides and skins.....	689, 238	2, 146, 788	20, 515
Horns.....	811, 847	838, 622	220, 789
Manures, animal bone.....	97, 409	1, 066, 924	877, 049
Seeds.....	15, 009, 498	13, 270, 916	25, 117, 882
Silk, raw.....	11, 269	5, 356	167, 784
Wool, raw.....	2, 347, 165	1, 378, 926	1, 498, 594

*Cotton, raw.*—The distribution of this staple for the two financial years 1900-1901 and 1901-2 was as follows:

Country.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
United Kingdom.....	<i>Cwt.</i> 189, 205	\$1, 658, 970	<i>Cwt.</i> 112, 098	\$744, 294
Austria-Hungary.....	315, 258	3, 015, 025	345, 820	2, 818, 922
Belgium.....	360, 682	3, 203, 065	297, 261	2, 222, 490
France.....	226, 328	2, 177, 910	228, 724	1, 881, 180
Germany.....	532, 472	2, 890, 066	576, 488	2, 761, 856
Italy.....	308, 645	2, 864, 372	415, 204	3, 166, 514
Spain—Other ports.....	43, 090	410, 214	60, 675	500, 952
China—Hongkong.....	54, 879	519, 039	117, 880	990, 783
China—Treaty Ports.....	6, 681	65, 040	294, 064	2, 451, 411
Japan.....	566, 282	5, 899, 752	2, 172, 886	18, 712, 959
Other places.....	81, 963	301, 392	24, 156	189, 629
Total.....	2, 443, 985	22, 436, 936	4, 445, 251	36, 450, 470

After two years of very small exports, the present year totals 4,445,251 hundredweight, the largest shipments since 1891-92. Japan alone, takes more than half. China also shows an increase of over 88 lacs (\$2,851,200). Exports to European countries, except in the case of the United Kingdom and Belgium, have increased in quantity, though in value they have suffered, owing to a drop from the high prices of the previous year.

*Manures, animal bones.*—As in the case of hides, skins, and horns, animal bone exports were unduly stimulated by the great cattle mortality during the late famine. The decline, therefore, of about 18 per cent indicates that shipments have returned to their normal proportions.

The trade, though of recent origin, is steadily growing, and the exports this year, though much smaller than in 1899-1900 and 1900-1901, are larger than those of any normal previous year.

*Seeds.*—The values of the various kinds of seeds are shown below for a period of three years:

Article.	1899-1900.	1900-1901.	1901-2.
<b>Essential:</b>			
Aniseed .....	\$10	-----	\$11
Ajwan .....	-----	-----	146
Ajma .....	6,880	\$14,287	890,420
Assalia .....	900	848	1,346
Caraway .....	-----	-----	91
Coriander .....	6,880	9,161	10,761
Cummin .....	46,197	63,961	99,343
Cummin, black .....	141	150	227
Fennel .....	9,119	12,713	15,068
Niger .....	2,182	12,896	13,089
Sawa or dil .....	777	1,069	4,452
Other sorts .....	148	128	6
Castor .....	1,386,718	1,966,499	2,447,087
Cotton seed .....	14,764	158,502	1,469,157
Earthnut .....	50,678	76,413	248,688
Linseed .....	3,204,082	2,881,850	6,518,276
Mowa, or mowra .....	479,889	58,399	926,102
Mustard .....	121,887	98,473	154,323
Poppy .....	1,207,044	1,217,028	1,630,025
Rape .....	3,710,736	2,371,496	6,434,354
Til, or jinjili .....	4,780,684	3,283,197	5,057,716
Other sorts .....	82,298	48,478	57,236
<b>Total .....</b>	<b>15,009,493</b>	<b>13,280,917</b>	<b>25,117,888</b>

The increased exportation of cotton seed has been remarkable. This seed has always been plentiful in India, and sells at about 75 cents per hundredweight. Improvements made in methods of handling it and the discovery of new uses to which it may be put, are doubtless the cause of its augmented shipments.

*Silk.*—The silk export trade via Bombay, amounting to over 4.5 lacs (\$145,800), has been established practically in the present year, and consists almost entirely in the forwarding of raw silk from Cashmere to England.

*Wool.*—The export of wool was, of course, affected by the lack of pasturage during the recent famine. The increase of the present year, though it amounts to 8 per cent, does not bring the figures nearly up to the average of the years prior to 1900-1901.

Nearly all the exports go to the United Kingdom.

*Manufactured articles.*—The value of the exports of the principal articles included in this class during the last three years is shown below:

Article.	1899-1900.	1900-1901.	1901-2.
Cotton twist and yarn .....	\$20,265,048	\$12,999,565	\$27,863,117
Cotton manufactures .....	2,215,075	1,901,209	2,162,936
Jute, manufactured .....	185,880	194,875	99,786
Silk .....	583,721	73,758	72,551
Wool .....	364,849	436,172	420,080
Apparel .....	264,800	361,712	279,996

*Cotton twist and yarn.*—The following table shows the quantity, value, and destination of Indian yarns exported during the last two years:

Country.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
British East Africa .....	29,160	\$3,811	106,480	\$12,206
Egypt .....	32,425	8,939	133,600	14,859
Aden .....	1,878,812	169,929	1,779,583	211,456
Arabia .....	496,298	68,261	561,230	70,807
China .....	104,785,267	11,856,914	285,984,840	26,086,580
Java .....	55,850	6,731	66,638	10,946
Persia .....	1,494,276	196,096	1,762,961	226,627
Straits Settlements .....	3,856,935	499,530	3,860,145	506,413
Sumatra .....	8,000	1,063	20,000	2,430
Turkey in Asia .....	1,445,370	161,069	2,261,430	287,982
Other countries .....	256,297	33,188	108,008	12,912
Total .....	113,833,680	12,969,560	246,578,806	27,363,286

There is an extraordinary increase of 117 per cent in quantity and 110 per cent in value of cotton twist and yarn, which makes 1901-2 the best year of the decade. Augmented exports to practically all countries are recorded, and in the case of China, the phenomenal increase following so closely on the cessation of the recent disturbance there is remarkable.

*Cotton manufactures.*—The total value of the exports is 6,675,729 rupees (\$2,162,936), as against 5,867,929 rupees (\$1,901,209) in the previous year, an increase of 14 per cent. Of these manufactures, the most important is "gray piece goods," the details of the exports of which for the past two years are shown below:

Country.	1900-1901.		1901-2.	
	Quantity.	Value.	Quantity.	Value.
	<i>Yards.</i>		<i>Yards.</i>	
British East Africa .....	5,111,465	\$202,920	7,325,164	\$298,542
Abyssinia .....	4,542,153	155,477	1,904,801	62,611
German East Africa .....	1,681,076	69,919	1,724,608	75,150
Portuguese East Africa .....	5,370,385	188,145	5,075,548	172,588
Madagascar .....	4,875	335	24,155	1,429
Mauritius .....	179,910	10,258	341,372	12,692
Other East African ports .....			4,100	219
Natal .....	14,570	1,025	38,655	2,209
Egypt .....	891,557	39,708	563,061	23,423
Aden .....	6,108,405	278,956	10,604,754	469,131
Arabia .....	815,422	35,624	1,387,628	60,671
Ceylon .....	160,321	10,818	141,657	10,190
China .....	808,960	81,983	286,868	12,814
Mekran and Sonmaini .....	180,142	7,382	155,564	7,028
Persia .....	1,027,760	44,724	629,599	30,825
Straits Settlements .....	1,645,120	68,904	1,254,777	57,069
Turkey in Asia .....	2,531,680	110,281	3,479,077	157,020
Other countries .....	238,990	8,320	169,140	7,249
Total .....	31,302,741	1,262,774	35,000,548	1,460,256

Bombay has managed to regain her old position at Aden, her largest market and the principal center for distribution to the interior of Arabia. The only large decrease is that of 2.75 lacs (\$89,100) in the exports to Abyssinia.



From the exports of cotton yarn and manufactures, it is apparent that the mills of the presidency have been doing well. A peculiar feature of the year is the relatively better price realized for cotton manufactures than for yarn.

*Wool manufactures.*—Though the trade in manufactures of wool shows a strong upward tendency during the past five years, the improvement has been confined to carpets and rugs, which at present represent 12.18 lacs (\$394,632) out of the total of 12.96 lacs (\$419,904). Of these articles, 7.94 lacs (\$257,256) worth goes to the United States and 3.88 lacs (\$125,712) worth to the United Kingdom. Substantially two-thirds of the carpet and rug export is purchased by the people of the United States.

#### REVIEW.

The imports last year exceeded in value those of 1900–1901 by 7 per cent, while the value of the exports of Indian produce in the same period shows a gain of 42 per cent.

Compared with the previous year, the proportion of the trade with the United Kingdom to the total trade of Bombay shows a very substantial decrease.

While trade with the other countries of Europe was greatly enlarged this year, it is noticeable that the gains were mainly with those countries having direct lines of steamers to India and the East.

#### SHIPPING ENGAGED IN THE FOREIGN TRADE.

Following is a statement of the number and tonnage of vessels (steam and sailing) which entered and cleared with cargoes from and to foreign ports:

Description.	1900–1901.		1901–2.	
	Vessels.	Tons.	Vessels.	Tons.
Entered.....	823	1,106,168	907	1,344,832
Cleared.....	651	848,115	680	1,056,474
Total.....	1,474	1,954,278	1,597	2,301,306

Compared with 1900–1901, the number of vessels entered last year was larger by 84, while the increase in registered tonnage was 138,686 tons. The number of vessels cleared increased 39, and the tonnage 208,359 tons.

The proportion of steam and sailing vessels entered and cleared with cargoes in the year under review was as follows:

Description.	Steam.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.
Entered.....	548	1,207,670	359	37,182
Cleared.....	437	1,027,714	253	28,760
Total.....	985	2,235,384	612	65,942

The nationality of vessels (steam and sailing) entered and cleared with cargoes was as follows:

Nationality.	Number of vessels entered.	Number of vessels cleared.
British .....	388	313
Austro-Hungarian .....	37	29
Danish .....		1
French .....	56	59
German .....	47	23
Greek .....	1	1
Italian .....	28	28
Norwegian .....	9	6
Portuguese .....	3	1
Spanish .....	1	1
Swedish .....		1
Arab .....	124	99
Japanese .....	15	11
Persian .....		1
Turkish .....	16	
Native craft .....	182	116
Total .....	907	690

## IMPORTS FROM THE UNITED STATES.

Imports from the United States into India at the ports of the Bombay Presidency during the year ended March 31, 1902, compared with similar figures for the four preceding years.

Articles.	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-2.
Apparel (including haberdashery, millinery, etc., but excluding hosiery) .....	\$3,873	\$4,019	\$4,843	\$6,521	\$6,060
Boots and shoes .....	100	1,340	781	3,270	2,279
Art, works of .....	218	1,386	542		
Books and printed matter (including maps and charts) .....	3,992	2,499	8,413	10,674	7,248
Cabinetware and furniture .....	232	1,579			
Carriages and carts (including railway carriages and parts thereof) .....	14,796	58,157	29,417	19,448	31,597
Clocks and watches .....	25,880	29,322	37,331	37,231	38,575
Coal .....			12,322		
Cotton:					
Raw .....	3,825	7,497	1,256	26,204	9,968
Manufactures: Piece goods—					
Gray (unbleached) .....	383,475	118,201	185,969	266,467	196,941
White (bleached) .....	4,348	7,784	4,118	2,806	1,646
Colored, printed, or dyed .....	1,606	2,708	17,714	55,537	51,014
Hosiery (pure and mixed) .....			5	3	1
Other sorts .....	5	114	25	1	168
Canvas .....			25		235
Thread, sewing .....				5	
Drugs, medicines, and narcotics (excluding chemicals): Aloe .....		50			
Other sorts of drugs and medicines .....	5,413	5,635	10,397	9,511	16,378
Tobacco:					
Unmanufactured .....	394	787	3,936	3,767	8,442
Manufactured—					
Cigars .....	18,212	36,070	33,147	5	422
Cigarettes .....			8,968	51,067	49,510
Other sorts .....	10,865	13,066	21,056	17,124	21,455
Grain and pulse:					
Grain .....					1
Pulse .....					8
Other sorts .....				215,746	
Gums and resins .....		193	9,950	1,327	630
Hardware and cutlery (including plated ware): Cutlery .....	19	4	141	210	311
Hardware:					
Agricultural implements .....			170		614
Implements and tools .....	180	658	5,173	7,206	8,340
Sewing machines .....	28	276	998	788	944
Other sorts .....	16,607	29,800	26,210	32,388	38,500
Hops .....			3,665		

*Imports from the United States into India at the ports of the Bombay Presidency during the year ended March 31, 1902, etc.—Continued.*

Articles.	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-2.
<b>Instruments, apparatus, appliances, and parts:</b>					
Musical.....	\$8,566	\$10,636	\$25,497	\$3,348	\$3,296
Photographic.....		109	1,233	801	2,566
Scientific, philosophical, and other kinds.....	6,447	17,121	21,667	30,096	40,915
Typewriters.....					4,973
<b>Leather:</b>					
Unwrought.....		1,062	1,538	1,963	2,573
Manufactured—					
Saddlery and harness.....	70	33	129	140	232
Other sorts (excluding boots and shoes).....	1,520	11,967	9,410	4,598	7,639
<b>Liquors:</b>					
Ale, beer and porter.....			51	77	181
Spirits—					
Brandy.....		3		11	
Whisky.....	164	2	1,091	662	6,131
Gin.....		2			
Liqueurs.....			38	91	
Spirits used in drugs, medicines, or chemicals.....	16,986	14,490	17,265	22,268	30,236
Spirits, perfumed.....	2,869	4,637	6,204	3,916	4,636
Wines, other sorts.....	3	2		46	106
<b>Machinery and millwork:</b>					
Steam engines.....	571	6,900	5,469	15,690	63,965
Other sorts of machinery.....	11,863	614	3,235	187	2,466
<b>Metals:</b>					
Brass.....	1				
Steel.....	2,408	33,299	137,789	123,893	34,339
Iron.....	4,759	6,709	35,341	45,550	28,566
Lead.....				1	
Unenumerated.....		226	434	7	3,062
<b>Oils:</b>					
Animal.....			85		
Essential.....		20		62	
<b>Mineral oils:</b>					
Kerosene, in cases.....	1,002,916	512,546	305,958	184,048	40,236
Other kinds.....	178,826	150,127	190,833	223,319	198,432
Vegetable, not essential, other sorts.....			31	142	6,432
Paints and colors.....	8	495	590	1,991	1,899
Painters' materials.....	29	145	4,561	1,017	6,498
Oilcloth and floor cloth.....					6,020
<b>Paper and pasteboard:</b>					
Printing paper.....	7,080	10,270	1,017	971	1,199
Writing paper and envelopes.....					58
Other kinds.....	7	1,684	149	432	966
Lithographing and printing materials.....	34	730	1,417	5,207	3,708
<b>Provisions:</b>					
Bacon and hams.....	45	11		85	9
Butter.....		1		48	
Cheese.....				31	
Fish maws and shark fins.....			17		
Fish, dry and salted.....				1	
Fruits, vegetables, dried, salted, or preserved.....	21	284	509	239	214
Other sorts of provisions.....	1,757	2,615	3,500	7,776	8,700
<b>Railway plant and rolling stock:</b>					
Carriages, trucks, and parts.....			95		45
Locomotive engines, tenders, and parts.....			143,984		
<b>Materials for construction:</b>					
Rails and fish plates of steel and iron.....		104,628		123,493	
Other sorts.....	1,810	160			
<b>Stationery (excluding paper)</b> .....	3,796	7,354	9,437	16,166	14,438
<b>Toys and requisites for games</b> .....	849	6,831	1,945	5,066	6,690
<b>Wood:</b>					
Firewood.....	67	17		24	
Ornamental.....				40	
Manufactures of wood.....	2,589	3,847	3,957	2,455	1,123
Other timber.....			206	742	
<b>Total</b> .....	1,746,397	1,226,355	1,466,764	1,592,796	1,021,253
<b>All other articles of merchandise:</b>					
Unmanufactured.....	645	1,225	1,695	1,124	1,237
Manufactured.....	5,830	9,602	14,169	16,418	27,629
<b>Grand total</b> .....	1,753,070	1,631,949	1,482,627	1,610,323	1,049,599

## EXPORTS.

*Exports from India, at the ports of the Bombay Presidency, to the United States during the year ended March 31, 1902, compared with similar figures for the four preceding years.*

Articles.	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-2.
Apparel (including haberdashery, etc., but excluding hosiery).....	\$13,144	\$13,311	\$26,608	\$43,605	\$23,277
Cabinetware and furniture.....	11,618	6,761	7,351	13,613	8,154
Boots and shoes.....					100
Cotton manufactures:					
Piece goods, colored, dyed, printed..	6,714	3,929	16,020	13,964	4,739
Other sorts.....	1,740	1,186	1,786	6,857	15,594
Gums and resins:					
Arabic.....			5,259	32	9,786
Other sorts.....					434
Hides and skins:					
Hides, dressed or tanned.....				125	
Skins, raw.....	15,707		325	7,434	8,665
Skins, dressed or tanned.....				39,065	14,640
Jute manufactures: Gunny cloth			12,849		
Hardware and cutlery (excluding plated-ware).....					8,588
Mats and matting.....	292	3,587	2,609	3,910	10,357
Metals:					
Brass.....	4,081	2,543	8,732	6,286	5,217
Copper.....					9
Manganese ore.....					71,750
Unenumerated.....		3			
Provisions:					
Fish maws and shark fins.....	9,767	9,550		13,196	1,333
Fish, dry and unsalted.....					30
Fruits, vegetables.....					51
Other sorts of provisions.....	2,020	6,257	6,482	7,136	4,920
Seeds, essential:					
Ajma.....		60	12	234	
Sava or dil.....			89	180	
Other sorts.....		33	36		
Spices:					
Cardamoms.....				146	787
Chilies.....			16,708		657
Other sorts.....			300		8,578
Toys and requisites for games.....	7	677	1,907		4,352
Wood:					
Ornamental, sandal.....	4,725	2,080		325	
Manufactures of.....	1,536	2,863	2,596	1,585	2,766
Wool:					
Raw.....			2,625		
Manufactures—					
Carpets and rugs.....	76,086	111,467	157,067	225,490	264,975
Piece goods.....			45	200	
Other sorts.....				3	
Total.....	147,335	164,257	269,787	330,189	464,759
All other articles of merchandise:					
Unmanufactured.....	1,479	780	120	1,843	1,196
Manufactured.....	7,510	2,067	1,621	3,551	4,048
Total.....	156,324	167,094	271,528	335,592	499,998

## FOREIGN MERCHANDISE.

Books and printed matter (including maps and charts).....	\$114	\$350	\$6,697	\$1,042	\$717
Drugs, medicines, and narcotics (excluding chemicals):					
Asafetida.....					5,189
Provisions:					
Fish maws and shark fins.....					10,000
Dates.....					357
Total.....	114	350	6,697	1,042	16,263
All other articles of merchandise:					
Unmanufactured.....	25			830	270
Manufactured.....	2,095	2,426	2,428	694	4,300
Total.....	2,234	2,776	9,125	2,567	21,338
Grand total of foreign and Indian produce.....	158,554	167,870	280,653	338,160	521,331

## TRADE WITH THE UNITED STATES.

The trade between India and the United States is, without doubt, much larger than is indicated by the foregoing tables of exports and imports. All articles of commerce are carried in foreign bottoms, and as most of them are reshipped from England or the Continent, their origin often becomes lost sight of.

One of the great and pressing needs, essential if we would increase the trade of the United States with India, is better, more direct, and less expensive means of transportation between the two countries.

In looking over the vast trade of this market, one is surprised to learn what a small portion of it is affected by the United States. American manufactures are popular and well received by the great consuming masses of India, whose demands, however, should be supplied direct and not through our competitors. The American manufacturers and exporters that have had their efforts best rewarded are those that have established local branch houses, agencies, or, better still, sent their own representatives into this field.

WM. THOS. FEE, *Consul*.

BOMBAY, November 7, 1902.

## CEYLON.

The imports of Ceylon in the calendar year 1901 amounted (at the commercial value of the rupee) to \$36,684,546, and the exports to \$30,299,565, as scheduled in the following report of the collector of customs:

*Value of imports and exports, including specie and bullion, from and to each country in the year 1901.*

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United Kingdom .....	\$10,291,530	\$16,719,580	FOREIGN COUNTRIES—continued.		
BRITISH POSSESSIONS, DEPENDENCIES, AND PROTECTORATES.			Africa—continued.		
Africa:			Mozambique .....		\$1,011
British East Africa .....		3,190	Reunion .....		297
Cape Colony .....	56	14,446	America:		
Mauritius .....	60,000	10,671	South America .....	\$511	3,444
Natal .....	70	8,903	United States .....	137,790	1,821,015
Zanzibar .....	5,455	3,773	Asia:		
America:			China (excluding Hongkong) .....	482,015	268,102
West Indies .....	112	4,106	Cochin China .....		300
Canada .....	4,561	377,983	India (excluding British) .....	524,540	19,980
Newfoundland .....		18,796	Japan .....	329,029	95,416
Asia:			Java and Sumatra .....	30	8,000
Aden .....	1,445	1,841	Persia .....	68	1,911
British North Borneo .....	72,556		Philippines .....	3,642	720
British India .....	19,651,903	2,900,000	Russia in Asia .....	53	9,619
Burma .....	1,452,331	140,716	Siam .....	6,300	420
Hongkong .....	30,606	61,821	Turkey in Asia .....	1,063	4,409
Maldiv Islands .....	603,909	30,170	Europe:		
Straits Settlements .....	427,900	155,444	Austria-Hungary .....	223,000	173,920
Straggling .....	400	20,930	Belgium .....	91,000	796,790
Australasia:			Denmark .....	10,700	19,138
New South Wales .....	94,640	339,000	France .....	255,900	\$37,120
New Zealand .....	2,570	382,967	Germany .....	636,286	1,763,630
Queensland .....	12,927	95,237	Greece .....	207	313
South Australia .....	71,162	221,670	Holland .....	147,014	35,454
Tasmania .....	1,135	14,608	Italy .....	67,854	130,768
Victoria .....	223,022	824,712	Norway .....	15,113	1,145
Western Australia .....	29,745	70,917	Portugal .....	5,990	
Europe:			Russia .....	552,790	1,682,258
Gibraltar .....	639	275	Spain .....	10,078	73,770
Malta .....	322	40,982	Sweden .....	62,722	6,279
FOREIGN COUNTRIES.			Switzerland .....	124,046	120
Africa:			Turkey in Asia .....	1,070	2,360
Egypt .....	11,700	52,700	Total .....	36,684,546	30,299,565
Madagascar .....		1,419	Coal and coke .....		4,300,000

*Principal articles exported and their value.*

Articles.	Quantity.	Value.
Coffee.....hundred weight..	9,090	\$179,161
Cinnamon.....pounds..	4,458,720	795,601
Cocconut oil.....gallons..	5,901,006	2,583,780
Coir.....hundred weight..	215,134	565,200
Cinchona bark.....pounds..	499,965	16,663
Plumbago.....hundred weight..	446,960	3,203,214
Tea.....pounds..	144,275,608	15,470,320

*Principal articles imported and their value.*

Articles.	Value.	Articles.	Value.
Arms and ammunition .....	\$69,324	Metals.....	\$144,980
Beef and other meats, salted.....	69,810	Oil:	
Cotton manufactures .....	1,640,000	Kerosene.....	356,113
Cotton, raw and waste.....	4,900	For fuel.....	72,550
Curry stuffs.....	521,663	Rice and paddy.....	11,980,044
Earthen and china ware.....	183,582	Spirits, wines, and cordials .....	479,200
Fish:		Sugar.....	686,915
Dried and salted.....	1,251,582	Tobacco.....	152,700
In tins.....	30,220	Tea chests.....	365,900
Grain, exclusive of rice and paddy...	400,000	Woolens.....	196,000
Haberdashery.....	409,190	Mixed.....	121,000
Malt liquors.....	182,081	Wheat flour.....	370,000
Hardware and iron manufactures .....	870,000	Wheat.....	14,521
Leather, and manufactures thereof...	76,280		

## The imports from the United States were:

Articles.	Value.	Articles.	Value.
Beef, salted and in tins .....	\$17,300	Glassware.....	\$124
Beer.....	297	Haberdashery .....	43
Fish in tins .....	3,723	Lamps.....	470
Flour.....	5,443	Leather.....	49
Fruits, preserved.....	1,339	Boots and shoes.....	776
Beans.....	20	Harness.....	6
Milk.....	134	Machinery.....	10,022
Pork, salted.....	28	Oil floor cloth.....	111
Wine.....	2,216	Kerosene oil.....	61,665
Tobacco.....	9,272	Lubricating oil.....	1,403
Cotton piece goods.....	20,197	Turpentine.....	80
Cottons, printed.....	2,090	Other oils.....	900
Woolen and mixed woolens.....	1,358	Painters' colors.....	33
Hardware.....	5,372	Printing paper.....	629
Nails and rivets.....	3,620	Perfumery.....	836
Electroplate.....	90	Pictures.....	8
Steel ware.....	200	Printing materials.....	157
Revolvers.....	163	Railroad trucks.....	1,577
Carriages.....	763	Soap, toilet.....	1,090
Chemists' sundries.....	4,529	Stationery.....	310
Chinaware.....	10	Tallow.....	244
Clocks.....	440	Tea chests.....	226
Electric materials.....	11,568	Toys.....	16
Cartridges.....	7	Varnish.....	654
Fancy articles.....	32	Watches.....	3,482
Furniture.....	346		

## EXPORTS TO THE UNITED STATES.

The exports to the United States in the fiscal year 1902 amounted to \$3,676,385, as shown in the Annual Declared Export Returns.

## SHIPPING.

The arrivals in the port of Colombo in 1901 were, exclusive of naval vessels and war transports, 10,804 steamers, aggregating 4,111,517 tons,

and 543 sailing vessels, aggregating 337,016 tons. The arrivals at Point de Galle were 166 steamers, aggregating 299,668 tons, and 14 sailing vessels, aggregating 982 tons.

The nationality of the vessels entering and clearing for the whole island was:

Nationality.	Number.	Tons.	Nationality.	Number.	Tons.
British .....	902	2,612,913	Russian .....	37	117,633
Colonial .....	1,966	592,156	Danish .....	7	18,707
Austrian .....	60	161,280	Spanish .....	19	60,030
French .....	90	233,751	Italian .....	1	2,005
German .....	142	538,851	Norwegian .....	4	4,825
Japanese .....	59	206,236	Dutch .....		1,097
Maldivian .....	89	8,525			

*Imports of coal and coke into the island of Ceylon during the year 1901.*

Countries whence imported.	Coal.		Coke.	
	Quantity.	Value.	Quantity.	Value.
United Kingdom.....	Tons. 286,842	\$3,353,101	Tons.	
BRITISH COLONIES.				
British India.....	327,781	1,579,344	1,288	\$12,847
New South Wales.....	2,008	20,047		
Victoria.....	514	3,084		
West Australia.....	8,000	30,000		
FOREIGN COUNTRIES.				
Japan.....	6,300	42,000		
Total.....	626,445	5,327,576	1,288	12,847

W. MOREY, *Consul.*

COLOMBO, *November 10, 1902.*

## CHINA.

### AMOY.

The net value of trade in this port for 1901 was 14,719,058 haikwan taels<sup>a</sup> (\$10,789,069), showing an increase of 775,830 haikwan taels (\$568,683) over the figures of 1900.

The demand for American flour is steadily on the increase, and it is in great favor among the Chinese in this district. The quantity imported in 1901 was 201,913 piculs (26,921,733 pounds), which is the largest ever imported in any one year, and exceeds that of 1900 by 52,000 piculs (6,933,333 pounds).

The importation of kerosene shows a decline of 400,000 gallons, principally in the American product. The installation of tanks for the Russian, Sumatra, and Borneo oil accounts for this, as these can be sold at a lower price than oil shipped in cases. About 2,500,000 gallons was shipped in tank steamers in 1901 against 1,000,000 in 1900.

<sup>a</sup>The average value of the haikwan tael in 1901 was 73.3 cents; in 1900, 72.07 cents.

*Imports of kerosene.*

Description.	1900.	1901.
	<i>Gallons.</i>	<i>Gallons.</i>
American (cases) .....	1,076,200	420,589
Borneo (bulk) .....		228,790
Japanese (cases) .....		2,000
Russian (cases) .....		379,160
Russian (bulk) .....	a 1,741,065	1,292,455
Sun atra (cases) .....		1,000
Sumatra (bulk) .....	a 1,010,855	1,096,175
Total .....	3,828,110	3,415,119

<sup>a</sup> Figures for 1900 include both bulk and cases.

The export of Formosa oolong tea from this port to the United States for 1901 amounted to \$1,516,967.07 against \$2,250,927.38 in 1900. The decrease is due to direct shipments from Formosa.

**TRADE WITH THE PHILIPPINES.**

The exports to the Philippine Islands amounted to \$130,370.90 against \$112,623.06 for the previous year. The principal items of export were grass cloth, chinaware, fish nets, fresh fruit, paper, and tea.

The trade between this port and Manila was confined to about seven months in the year, the shipping being closed for the other five on account of the existence of plague and cholera in Amoy.

The number of passengers embarked for the Straits was 69,000 against 79,263 for 1900, and for the Philippines, 9,448 against 10,044 for 1900.

**FIRES.**

On October 3, the business portion of Amoy city was gutted by fire. It started in the native portion and spread until it reached the bund, where the foreign business houses are located. The burned area is about half a mile in diameter. The Chinese officials report 1,033 houses destroyed. Three large British business houses were burned, together with 12,000 chests of tea. The total loss is estimated at \$5,000,000.

*Exports from Amoy to the United States in 1901.*

Articles.	Value in U. S. gold.
Formosa oolong tea.....	\$1,516,967.07
Household goods.....	1,371.55
Narcissus bulbs.....	9,734.89
Tea labels .....	164.41
Total .....	1,528,237.92



*Exports from Amoy to the Philippines.*

Articles.	Value in U. S. gold.	Articles.	Value in U. S. gold.
Bricks.....	\$670.00	Matches.....	\$3,400.00
Cloth (fine grass).....	15,513.00	Sundries.....	11,460.85
China ware.....	7,702.00	Paper:	
Fish nets.....	14,766.00	No. 1.....	8,658.75
Fruits:		No. 2.....	24,533.00
Fresh.....	7,455.00	Shoes (cloth).....	1,185.00
Dried.....	2,002.00	Tea.....	12,677.00
Granite stone.....	2,738.50	Vegetables.....	1,125.50
Hemp bags.....	1,677.50	Wooden ware.....	4,705.50
Ironware.....	5,949.20		
Medicines.....	4,142.10	Total.....	130,370.90

*Imports of various articles for the first half of 1902, compared with first half of three preceding years.*

Articles.		1902.	1901.	1900.	1899.
Opium.....	pounds.....	295,812	266,584	233,341	232,029
Cotton goods.....	pieces.....	85,684	92,660	76,436	87,358
Woolen goods.....	do.....	8,017	2,807	2,174	3,212
Kerosene:					
American.....	gallons.....	566,240	209,270	336,420	919,870
Japanese.....	do.....		2,000		
Russian.....	do.....		1,180,565	1,318,245	920,645
Sumatra, in bulk.....	do.....	635,725	579,125	457,020	259,860
Borneo, in bulk.....	do.....	339,455			
Flour.....	pounds.....	12,007,866	15,414,533	10,642,133	11,261,722
Morphia.....	ounces.....	9,521	8,667	10,140	8,088
Cotton yarn.....	pounds.....	3,490,383	4,157,783	2,345,466	4,129,066
Rice.....	do.....	74,376,266	16,307,466	26,072,183	102,122,533
Number transit passes issued for foreign goods to interior.....		2,196	1,696	1,554	2,161
Number transit passes issued for native goods from interior.....		222	139	182	216

*Number and tonnage of vessels cleared for the United States during 1901.*

For—	Number.	Net tonnage.
San Francisco.....	7	21,809
New York.....	19	45,062
Portland.....	2	6,304
Tacoma.....	2	3,565
Philippines.....	26	28,130
Total.....	55	107,459

JOHN H. FESLER, *Consul.*

AMOY, October 20, 1902.

## FUCHAU.

I give below statistics of trade for the port of Fuchau for 1901, as compared with 1900.

## IMPORTS.

Articles.	1900.	1901.
<b>Cotton goods:</b>		
<b>Shirtings—</b>		
Gray, plain .....	pieces 48,144	56,738
White, plain .....	do 10,420	14,722
White cotton lenos .....	do 585	102
Dyed—		
Plain .....	do 3,740	6,596
Figured .....	do 56	420
Tea cloths .....	do 116,074	143,863
<b>Drills—</b>		
English .....	do 3,651	2,615
American .....	do 4,491	10,156
Jeans, English .....	do 7	20
Chintzes, furnitures, and plain cotton prints .....	do 3,382	6,971
Turkey-red cottons .....	do 7,352	8,506
Cotton, Italian, plain and figured .....	do 5,539	7,193
Cotton silesias .....	do 1,119	1,441
Velvets .....	do 894	957
Jaconets, cambrics, lawns, muslins, and dimities .....	do 4,797	10,452
Handkerchiefs .....	dozens 6,746	9,823
Towels .....	do 1,363	8,018
Towels, Japanese .....	do 1,349	2,372
Cotton Spanish stripes .....	pieces 418	538
Cotton flannel .....	do 1,414	2,856
Cotton flannel, Japanese .....	do 206	469
Japanese cotton cloth .....	do 397	864
Japanese cotton crepe .....	do 552	269
Mosquito netting .....	do 465	432
Cotton goods, unclassified .....	do 18,082	35,655
<b>Cotton yarns—</b>		
Indian .....	pounds 2,387,200	3,915,333
Japanese .....	do 224,133	585,066
Cotton thread .....	do 11,600	8,533
<b>Woolen goods:</b>		
Camlets, English .....	pieces 1,636	1,696
Lastings .....	do 909	940
Long ells .....	do 272	466
Spanish stripes .....	do 908	868
Cloth, broad, medium, habit, and Russian .....	do 269	648
Lustres and Orleans .....	do 376	583
Blankets .....	pairs 1,354	2,609
Union or poncho cloth .....	pieces 178	209
Flannel .....	do 58	100
Woolen goods, unclassified .....	do 68	69
Woolen yarn and cord .....	pounds 7,333	12,000
<b>Miscellaneous piece goods:</b>		
Canvas .....	bolts 335	347
Linen .....	pieces 9	16
Woolen and cotton mixed .....	do 30	9
Unclassified .....	do 100	63
<b>Metals:</b>		
<b>Iron—</b>		
Nail-rod .....	pounds 8,400	50,266
Bar .....	do 80,533	18,400
Hoop .....	do 15,333	21,600
Sheet and plates .....	do 438,183	523,733
Wire .....	do 55,866	109,066
Pig and kentledge .....	do 8,933	1,184,400
Old .....	do 903,200	776,933
Ironware, unclassified .....	do 183,866	780,266
Tin in slabs .....	do 405,433	393,866
Tin plates .....	do 377,866	391,200
<b>Lead—</b>		
In pigs .....	do 2,862,133	1,857,733
In sheets, and tea lead .....	do 533	744,666
<b>Copper—</b>		
Bar, rods, sheets, plates, and nails .....	do 21,200	25,333
Wire .....	do 4,666	5,866
Manufactured, slabs and ore .....	do 71,466	105,066
Copperware .....	do 666	266
Yellow metal, bar, rod, sheets, nails .....	do 23,200	15,466
Brassware .....	do 33,200	400
Steel .....	do 502,666	130,266
Quicksilver .....	do 9,200	8,933
White metal .....	do 8,533	14,966
Zinc .....	do 4,000	10,666
Metal, unclassified .....	do 76,933	12,933

## IMPORTS—Continued.

Articles.	1900.	1901.
Sundries:		
Aniseed, star, whole.....pounds..	16,266	24,133
Bicho de Mar—		
Black.....do.....	12,133	19,333
White.....do.....	336,066	342,533
Birds' nests—		
Second quality.....do.....	1,323	800
Third quality.....do.....	800	1,066
Braid, llama.....gross.....	835	3,375
Brass foil.....pounds.....	3,066	5,733
Butter and cheese.....value.....	\$1,102	\$2,886
Buttons, brass—		
Foreign.....gross.....	4,110	5,200
Native.....pounds.....	13,466	16,800
Candles.....do.....	43,886	69,466
Caramons—		
Superior.....do.....	2,133	3,600
Inferior.....do.....	15,866	20,933
China ware, coarse.....do.....	23,886	26,266
Cigars.....value.....	\$3,071	\$3,966
Cinnamon.....pounds.....	1,600	2,900
Clams, dried.....do.....	61,066	98,600
Clocks.....pieces.....	2,178	3,163
Clothing, hats, etc.....value.....	\$3,455	\$2,927
Cloves.....pounds.....	6,533	7,733
Coal.....tons.....	6,252	7,610
Cockles, dried and fresh.....pounds.....	107,600	199,466
Coke.....tons.....	101	133
Cosmetics.....pounds.....	26,400	53,866
Cotton rags.....do.....	162,133	208,133
Cuttlefish.....do.....	28,400	161,800
Dyes, aniline.....value.....	\$24,387	\$35,541
Fans, fancy.....pieces.....	55,462	89,738
Firecrackers and fireworks.....pounds.....	18,000	14,266
Fish—		
Dried.....do.....	38,933	23,666
Salt.....do.....	1,390,133	640,800
Skins.....do.....	308,533	369,600
Flour.....do.....	2,877,833	3,749,600
Furniture.....value.....	\$1,356	\$2,420
Ginseng—		
Korean.....pounds.....	266	266
Japanese—		
First quality.....do.....	800	533
Second quality.....do.....	17,200	20,800
American—		
Clarified.....do.....	1,733	113,466
Crude.....do.....	5,200	597,866
Native.....do.....	1,066	92,666
Glass or vitrified ware.....do.....	24,400	53,200
Glass windows.....boxes.....	2,825	14,574
Glassware, foreign.....value.....	\$1,244	\$2,606
Grass cloth, fine.....pounds.....	7,600	6,400
Hams.....do.....	10,133	3,200
Hemp.....do.....	63,066	105,200
Horns—		
Cow and buffalo.....do.....	144,533	217,733
Rhinceros.....do.....	266	133
Isinglass.....do.....	35,066	79,066
Jade stone.....do.....	2,266	3,333
Lamps and lamp ware.....value.....	\$112,578	\$13,271
Lead, white.....pounds.....	35,600	277,066
Machinery.....value.....	\$307,160	\$13,918
Mangrove bark.....do.....	\$1,777	\$1,082
Matches, Japan.....gross.....	133,433	160,100
Mats, tea.....pieces.....	1,536,450	1,481,250
Medicines—		
Foreign.....value.....	\$13,435	\$1,908
Native.....do.....	\$218,000	\$168,666
Morphia.....ounces.....	1,698	2,466
Mushrooms.....pounds.....	41,066	10,933
Mussels, dried.....do.....	245,600	494,933
Needles.....do.....	18,402	27,122
Oil—		
Kerosene—		
American.....gallons.....	376,830	10,210
Russian.....do.....	1,484,470	761,945
Sumatra.....do.....	766,560	1,642,455
Castor.....pounds.....	15,866	46,983
Opium—		
Dross.....do.....	666	400
Husk.....do.....	8,266	6,400
Paints, assorted.....do.....	14,533	32,300

## IMPORTS—Continued.

Articles.	1900.	1901.
<b>Sundries—Continued.</b>		
<b>Papers—</b>		
First quality .....	pounds 45,600	12,133
Tea .....	90,800	69,333
Pepper, black .....	68,533	118,800
Perfumery .....	\$1,644	\$1,512
Personal effects .....	\$21,541	\$7,178
Photographic materials .....	8756	\$2,121
Prawns and shrimps, dried .....	pounds 93,200	106,533
Provisions and vegetables .....	26,533	47,733
Putchuck .....	8,666	17,333

*Trade in native produce.*

## IMPORTS AND REEXPORTS.

Articles.	1900.	1901.
Almonds .....	pounds 36,666	25,000
Arsenic .....	27,733	55,066
Bags, gunny .....	pieces 40,585	.....
<b>Beans:</b>		
Black .....	pounds 106,600	96,266
Green .....	275,600	109,866
White and yellow .....	5,555,733	3,838,800
Other .....	3,984,400	2,271,533
Beans, printed .....	45,066	8,533
Carpets .....	pieces 1,274	.....
<b>China root:</b>		
Cut .....	pounds 24,400	50,400
Whole .....	39,733	43,066
Clams, dried .....	11,066	41,600
Cloth, native, and nankeens .....	264,666	281,066
<b>Cockles:</b>		
Fresh .....	763,600	749,600
Dried .....	45,333	37,200
<b>Cotton:</b>		
Raw .....	144,133	152,266
Raw, old .....	32,933	23,333
Ribbons .....	20,400	20,133
Yarn .....	243,866	246,133
Cuttlefish .....	19,600	41,333
<b>Dates:</b>		
Black .....	220,666	409,600
Red .....	266,200	439,733
White .....	15,333	.....
<b>Fans:</b>		
Gauze and silk .....	pieces 11,982	12,460
Paper .....	163,074	105,826
Felt .....	19,800	11,125
Firecrackers .....	pounds 15,733	20,800
Fish, dried and salt .....	110,666	92,133
Fishery products .....	107,466	71,200
<b>Flour.</b>		
Shanghai mill .....	270,133	68,400
Potato .....	866,666	1,025,200
Fruits of all kinds .....	49,066	198,766
Fungus .....	118,866	201,200
Ginseng, native .....	400	1,733
Grass cloth, fine .....	4,666	8,466
Gypsum .....	212,000	340,133
Hemp .....	1,125,066	1,229,600
Indigo, liquid .....	1,797,200	1,906,400
Lacquer ware .....	5,066	4,400
Lampblack .....	7,200	4,400
Leather strips .....	8,800	9,200
Lily flowers, dried .....	323,733	7,200
Licorice .....	41,733	510,800
Mats, bamboo and rattan .....	pieces 6,812	458
Medicines .....	pounds 897,066	1,111,600
Opium, native .....	12,133	13,012,000
Paper, first quality .....	625,333	9,866
Pears and apples, fresh .....	1,604,533	776,800
Pipes, brass .....	pieces 121	9,351
Provisions .....	pounds 42,666	19,066
Rhubarb .....	9,466	16,733
Rice .....	41,776,266	14,093,333
Seed, melon .....	160,800	15,733
Shellfish .....	24,533	.....

*Trade in native produce—Continued.*

## IMPORTS AND REEXPORTS—Continued.

Articles.	1900.	1901.
<b>Silk:</b>		
Raw, yellow.....pounds..	16, 933	29, 200
Piece goods.....do..	42, 933	48, 553
Seed, sesamum.....do..	102, 400	111, 600
Silk, pongees.....do..	983	2, 133
Silk, ribbons and tassels.....do..	573	7, 333
Sugar, brown.....do..	77, 733	102, 266
Sugar, candy.....do..	31, 866	171, 600
Tallow, vegetable.....do..	378, 800	426, 233
Tea, siftings.....do..	378, 600	226, 933
Tobacco, prepared.....do..	708, 133	730, 933
Varnish.....do..	72, 666	85, 866
Vermicelli.....do..	132, 666	156, 800
Walnuts.....do..	22, 533	77, 600
Wax, white.....do..	30, 400	74, 800
Wheat.....do..	5, 067, 200	2, 961, 733

*Summary of imports and reexports, by ports and countries.*

Ports and countries.	1900.	1901.
<b>Imports from—</b>		
Northern.....	868, 184	874, 218
Yangtze.....	391, 197	394, 927
Central.....	1, 432, 047	1, 138, 438
Southern.....	488, 493	828, 046
Total Chinese native ports.....	2, 274, 911	2, 343, 819
<b>Reexports to—</b>		
Northern.....	4, 112	91, 555
Yangtze.....	91	271
Central.....	9, 782	4, 850
Southern.....	1, 769	1, 314
Total.....	15, 744	97, 999
Hongkong.....	33, 082	57, 167
Great Britain.....	80, 245	197, 212
Australia.....	75, 846	60, 666
South Africa and Mauritius.....	31, 866	147, 073
United States.....	66, 091	10, 626
Europe, except Russia.....	19, 820	220, 752
Russia, Odessa by sea.....	20, 507	1, 737
Turkey in Asia, Persia, Egypt, and Aden.....		118
Total to foreign ports.....	330, 457	605, 350
Total native reexports.....	347, 200	793, 333
Net imports.....	1, 928, 709	1, 550, 470

## EXPORTS.

Articles.	1900.	1901.
<b>Bamboo:</b>		
Split.....pounds..	944, 133	1, 346, 800
<b>Shoes—</b>		
Fresh.....do..	677, 066	967, 333
Dried.....do..	6, 384, 266	7, 329, 066
Ware.....	126, 066	1, 479, 896
Books, printed.....do..	12, 533	13, 933
Clams, dried.....do..	156, 066	180, 800
Cotton rags.....do..	201, 466	130, 133
Feathers, duck, fowl, etc.....do..	146, 933	136, 533
Fish, dried and salt.....do..	30, 600	54, 533
Fish and fishery products.....do..	39, 600	18, 600
Flower plants.....pieces..	74, 306	34, 732
Fruit, fresh.....pounds..	110, 400	131, 533
Hams and bacon.....do..	13, 866	13, 866
Hornware.....do..	25, 600	30, 133
Jose sticks.....do..	32, 666	33, 666

## EXPORTS—Continued.

Articles.	1900.	1901.
Laquerware.....pounds..	264,583	11,200
Lampblack.....do.....	85,200	222,800
Lichees, dried.....do.....	431,533	51,860
Lung-ngans, dried.....do.....	50,960	187,050
Matches, factory.....gross.....	594,000	994,000
Medicines.....pounds.....	438,400	545,066
Mushrooms.....do.....	56,666	86,666
Nuts, white.....do.....	146,400	66,400
Oil, tea.....do.....	2,319,333	3,309,200
Olives, fresh.....do.....	25,600	26,266
Orange skin.....do.....	7,221,733	7,936,533
Oranges:		
Fresh.....do.....	197,066	222,933
Dried.....do.....	887,333	1,122,266
Paper:		
First quality.....do.....	1,524,300	3,372,266
Second quality.....do.....	138,533	130,933
Cuttings.....do.....	1,218,400	2,139,200
Joss.....do.....	156,266	140,933
Peel, orange.....do.....	81,568	81,944
Personal effects.....value.....	588,266	560,800
Plums, dried and salted.....pounds.....	231,333	288,266
Potash.....do.....	4,288,400	4,296,066
Potatoes.....do.....	155,333	207,066
Preserves.....do.....	267,900	404,533
Rice, red.....do.....	108,933	151,600
Seed:		
Lily flower, or lotus.....do.....	67,066	71,466
Shoes and boots:		
Cotton.....pairs.....	5,810	11,564
Silk.....do.....	5,452	8,362
Silk, refuse.....pounds.....	6,266	5,600
Tea:		
Black.....do.....	33,035,733	33,699,600
Green.....do.....	266	19,333
Dust.....do.....	113,333	557,466
Leaf, and leaf tea siftings.....do.....	37,920	1,066
Brick, black.....do.....	4,643,866	4,645,866
Seed cake.....do.....	3,148,000	2,107,333
Timber:		
Beams, soft-wood.....pieces.....	1,062	2,125
Planks.....square feet.....	129,993	453,294
Tobacco, prepared.....do.....	27,466	26,000
Tumeric.....do.....	168,400	36,133
Timber, planks camphor wood.....pieces.....	2,905	2,906
Umbrellas, paper kittysols.....do.....	330,418	252,079
Wood:		
Poles.....do.....	185,402	298,196
Coffin.....do.....	5,045	15,907
For kerosene oil cases, etc.....do.....	2,071,447	2,333,545
Woodware.....pounds.....	16,933	34,133
Sundries, unenumerated.....value.....	\$30,068	\$39,066

## Trade in foreign produce.

## IMPORTS.

Articles.	1900.	1901.
Raisins.....pounds..	56,333	59,466
Rattans:		
Whole.....do.....	315,333	362,133
Split.....do.....	168,533	154,533
Rice.....do.....	1,503,600	5,465,866
Rugs and druggets.....pieces.....	220,000	196,800
Sandalwood.....pounds.....	220,000	455,600
Sapan wood.....do.....	309,066	196,800
Seaweed and agar-agar.....do.....	1,861,600	2,134,533
Seed, sesamum.....do.....	229,066	153,866
Shark's fins, white.....do.....	6,800	14,800
Shellfish and awabi.....do.....	56,466	55,466
Silk piece goods.....do.....	11,466	8,933
Silk and cotton mixtures.....do.....	4,533	5,733
Silk ribbons and tassels.....do.....	1,200	1,866
Silk ribbons with imitation, gold and silver thread.....do.....	1,400	133
Soap.....do.....	246,533	253,600
Socks and stockings (pairs).....dozens.....	1,296	2,247

*Trade in foreign produce—Continued.*

## IMPORTS—Continued.

Articles.	1900.	1901.
Stationery.....value..	\$4,684	\$9,574
Stores.....do....	30,271	16,945
Sugar:		
Brown.....pounds..	29,600	780,233
White and refined.....do....	4,562,533	8,511,866
Candy.....do....	131,466	788,533
Toothbrushes.....pieces..	45,789	60,898
Ultramarine.....pounds..	15,732	788,533
Umbrellas.....pieces..	14,873	10,425
Varnish.....pounds..	56,666	91,866
Vermillion.....do....	11,066	9,866
Wines.....value..	\$12,356	\$19,129
Wood, scented and fragrant.....pounds..	15,466	25,300
Sundries, unenumerated.....value..	\$47,168	\$61,008

SAMUEL L. GRACEY, *Consul.*FUCHAU, *May 8, 1902.*

## SUPPLEMENTARY.

Fuchau (Foochow) is situated on the Min River, 30 miles from the sea. Vessels of large tonnage can come only to Pagoda Anchorage, 10 miles downstream, but on the spring tides, some of the smaller foreign steamers come all the way up to the city. Obstructions to navigation, which were placed in the river between Fuchau and Pagoda Anchorage at the time of the French attack in 1884, are just now being removed. When this work is accomplished, it is hoped that many of the larger vessels will be able to come to anchorage in front of the city. Fuchau has no large native manufactories, but in innumerable small shops silk goods, cotton cloth, brass and copper goods, firecrackers, lacquer ware, soapstone images are turned out in great quantities. The chief products shipped to foreign lands and to native coast ports are tea, lumber, fruit, oranges, lichee, rice, staves, sawed lumber, fish, lacquer ware, brass and copper vessels, images, etc. Tea is the principal trade carried on by foreigners, the oldest and largest tea plantations in the Empire being located in this region. A British firm has recently been doing a good business running a steam sawmill, which is engaged mostly in cutting boards suitable for use in the manufacture of tea boxes and kerosene-oil cases. Many of these cases, sawed and cut to proper size for nailing together, are shipped as return freight in the steamers which bring Sumatra oil to this port. Other British merchants have established large oil tanks for the reception of kerosene sent here in bulk. Still another British firm has entered upon the manufacture of matches, but all the match wood used has to be brought from Japan. It is feared that the industry will have to be abandoned.

American flour is growing in popularity, but as Fuchau is surrounded by an agricultural district the inhabitants of which are comparatively poor, local trade in this and all other kinds of foreign goods can not hope to increase rapidly. Now that more favorable export duties on tea have been adopted, merchants are hoping for a

revival of the business which made the port of such great commercial importance in former years. Anything that increases the demand for tea will give an impetus to trade in many other articles. This province (Fukien) is rich in mineral deposits, especially anthracite coal. Camphor trees, bamboo, and soft-wood timber, which abound throughout Fukien, are shipped all up and down the coast. If the transit-pass system could be applied to other products as it is to tea, shipments would greatly increase. The present system of internal taxation, known as *likin* dues, is the chief hindrance to traffic with the interior. A fixed, equal, and just taxation would be endurable, but the irregular and enormous squeezes imposed at all *likin* barriers are fatal to development of trade. It is sincerely hoped that this iniquitous burden may soon be removed through the new treaty provisions. The shippers at present can never know what they may have to pay on goods in transit through the country. An enormous number of petty officials are supported by the taxes thus raised—they are now the chief source of revenue, since the native customs have been taken over by foreign customs officials. Even foreign goods entitled to free transit, or rather unmolested transit under the transit-pass system, are in the habit of paying a squeeze to expedite passage.

#### TEA.

Shipments of tea fell off greatly from those of the previous year. The troubles in China during 1900, and fears for the future, led to the shipment of large quantities at that time and the flooding of all foreign markets. Reports for the year 1901 show a drop of Congou of 30,000 half chests; of Souchong, 8,000 half chests, and of Oolong, 15,000 half chests.

Shipments of tea to Australia decreased from 6,500,000 pounds to 2,500,000 pounds, and occasioned great loss to local shippers. This loss was chiefly on teas shipped the previous year, and was due to a sudden removal of the duties on tea in that country.

The supply of Congou tea fell off 40 per cent, and its quality, as well as that of all other teas, was poor, owing to heavy rains in the picking season. Congou, which sold in 1900 for 16 to 23 *haikwan* taels (\$11.53 to \$16.57), was bought in 1901 for 12 to 14 taels (\$8.80 to \$10.26). Much of it was disposed of for 10 to 16 *haikwan* taels (\$7.33 to \$11.73). Oolong, laid down here at 15 to 16 *haikwan* taels (\$11 to \$11.73), brought only 13½ *haikwan* taels (\$9.90).

#### COMMERCE.

The value of the year's commerce was 15,551,000 *haikwan* taels (\$11,398,883), being a decline, or 5,955,000 *haikwan* taels (\$4,365,015) less than for 1900. The value of native exports was 2,882,000 *haikwan* taels (\$2,112,506), and of reexports 949,000 *haikwan* taels (\$695,517), making a total of 3,831,000 *haikwan* taels (\$2,808,123).

The revenue of the year was the smallest for the last ten years, being only 1,040,091 *haikwan* taels (\$762,387), or 12½ per cent less than that of the previous year and 38 per cent less than in 1891. Opium contributed 28 per cent of the entire revenue. The value of foreign imports was 5,500,000 *haikwan* taels (\$4,031,500), an advance of 700,000 *haikwan* taels (\$513,100) over 1901.



The accompanying statistical tables for the first six months of 1902 show a decline in many articles of import; yet an increase in revenue was collected by the customs. This is accounted for in part by the increase of the foreign customs fees as arranged by the protocol (in force since November 11, 1901). During the first six months of 1902, the advance of the revenue was as follows:

Description.	1901.		1902. <sup>a</sup>	
	<i>Hk. taels.</i>		<i>Hk. taels.</i>	
Import revenue:				
Foreign.....	54,700	\$41,358	71,354	\$47,579
Native.....	876	284	1,169	784
	55,076	41,642	72,523	48,063
Export:				
Foreign.....	176,424	134,481	104,504	70,122
Native.....	1,462	1,175	44,048	29,556
	177,886	135,556	148,552	99,678
Coast trade:				
Foreign.....	9,677	7,316	3,301	2,215
Native.....	361	272	8,145	5,465
	10,038	7,588	11,446	7,680
Opium, foreign.....	40,005	30,243	40,588	27,226
Tonnage:				
Foreign.....	1,783		3,728	
Native.....	364		682	
	2,147		4,410	

<sup>a</sup> Average value of haikwan tael for first six months of 1902=67.1 cents; for first six months of 1901=75.6 cents.

American kerosene shows an increase from 11,100 gallons in 1901 to 90,287 gallons in 1902. Russian fell off from 1,471,930 gallons in 1901 to zero in 1902. Sumatran rose from 283,740 gallons to 835,990 gallons. Japanese (first received) amounted to 21,500 gallons.

During the year 1901, the following goods show gains: Cotton goods, increase of 16,254 pieces; T-cloth, increase of 27,789 pieces; drills, American, increase of 5,665 pieces; cambrics, lawns, increase of 5,600 pieces; jacanets, lawns, etc., increase of 18,000 pieces; ginseng, increase of 593,333 pounds; window glass, increase of 12,000 boxes; sawed boards, increase of 2,233,545 pieces; Fuchau matches, increase of 50,950 gross; foreign rice, increase of 5,466,666 pounds. Tea declined, but not as much as was expected. Matches from Japan fell off, in 1901, 22,738 gross.

*Trade of Fuchau, China, from January 1 to June 30, 1902, compared with the same period for 1901.*

## IMPORTS.

Articles.	1901.	1902.
Opium:		
Malwa.....pounds..	39,333	64,133
Patna.....do.....	55,466	52,000
Benares.....do.....	19,466	19,466
Persian.....do.....	24,133	50,686
Native.....do.....	60,133	60,856
Cotton goods:		
Shirtings—		
Gray, plain.....pieces..	31,777	28,856
White.....do.....	8,711	9,221
Dyed.....do.....	4,647	5,000
Figured and brocaded.....do.....	330	17
T-cloths.....do.....	77,692	42,433
Drills.....do.....	6,181	4,517

Trade of Fuchau, China, from January 1 to June 30, 1902, compared with the same period for 1901—Continued.

## IMPORTS—Continued.

Articles.	1901.	1902.
<b>Cotton goods—Continued.</b>		
Chintzes, furnitures, and plain cotton prints.....pieces..	3,974	3,680
Turkey red cotton and cambrics.....do.....	4,007	3,701
Cotton, Italians.....do.....	1,763	3,235
Jaconets, cambrics, lawns, muslins, and dimities.....do.....	5,728	3,947
Handkerchiefs.....dozen.....	5,287	5,840
Cotton yarn—		
Indian.....pounds..	1,764,666	1,668,266
Hongkong.....do.....		813,200
Japanese.....do.....	196,800	10,800
<b>Woolen goods:</b>		
Camlets, English.....pieces..	745	519
Lastings.....do.....	549	327
Long ells.....do.....	237	107
Spanish stripes.....do.....	355	283
Cloth, broad, medium, and habit.....do.....	69	67
Lusters and Orleans.....do.....	170	169
Blankets.....pairs.....	1,008	387
<b>Metals:</b>		
Iron—		
Nail-rod and bar.....pounds..	20,400	47,600
Wire.....do.....	42,400	110,400
Old.....do.....	420,400	475,466
Tin, in slabs.....do.....	357,066	265,466
Tin plates.....do.....	207,466	217,333
Lead in pigs.....do.....	1,767,066	2,193,866
<b>Foreign sundries:</b>		
Bicho de Mar.....do.....	128,533	178,933
Braid, llama.....gross.....	75,466	66,666
Dyes, aniline.....value.....	\$18,198	\$12,673
Fish, dried and salt.....pounds..	528,533	11,866
Fish skins.....do.....	184,666	134,000
Fans, fancy.....pieces.....	37,220	59,940
Flour, foreign.....pounds..	1,616,266	2,278,400
Ginseng.....do.....	14,266	16,266
Glass, window.....boxes.....	1,759	1,811
Horns, cow and buffalo.....pounds..	98,133	69,200
Isinglass.....do.....	47,733	15,600
Machinery.....value.....	\$1,640	\$6,338
Matches, Japan.....gross.....	67,400	124,843
Oil, kerosene—		
American.....gallons.....	11,100	99,780
Russian.....do.....	1,471,930	
Sumatra.....do.....	283,740	1,533,950
Japanese.....do.....		21,500
Pepper, black and white.....pounds..	61,733	19,866
Rattans.....do.....	210,966	162,666
Sandalwood.....do.....	222,000	250,400
Sapanwood.....do.....	42,133	26,666
Seaweed, Japan and agar-agar.....do.....	969,866	1,180,000
Shellfish.....do.....	93,333	81,666
Sugar.....do.....	3,850,400	4,506,266
Paper—		
Tea.....do.....	42,133	17,600
Rice.....do.....		14,820,400
<b>Native sundries:</b>		
Arsenic.....do.....	26,400	37,733
Beans.....do.....	2,531,066	1,678,933
China root.....do.....	43,200	84,133
Cockles, fresh.....do.....	732,400	571,200
Fans, of all kinds.....pieces.....	104,053	132,668
Flour, potato.....pounds..	314,266	398,933
Fungus.....do.....	83,933	60,266
Hemp.....do.....	506,333	297,333
Gypsum.....do.....	133,333	182,133
Indigo.....do.....	686,133	824,636
Medicines.....value.....	\$36,286	\$37,575
Nankeens.....pounds.....	90,666	114,133
Rice.....do.....	13,656,666	1,535,333
Silk—		
Piece goods.....do.....	20,266	19,433
Ribbons.....do.....	2,800	2,800
Sugar.....do.....	44,933	78,266
Tallow, vegetable.....do.....	62,400	100,533
Tobacco.....do.....	207,333	85,466
Wax, white.....do.....	38,266	25,333
Tea—		
For reexport.....do.....	160,266	294,533
Santu.....do.....	5,570,666	5,568,766

*Trade of Fuchau, China, from January 1 to June 30, 1902, compared with the same period for 1901—Continued.*

## EXPORTS.

Articles.	1901.	1902.
Bamboo:		
Split.....pounds.....	622,666	964,000
Shoots—		
Fresh.....do.....	771,733	843,333
Dried.....do.....	1,093,866	497,733
Feathers.....do.....	82,133	79,600
Ham and bacon.....do.....	6,333	5,200
Lampblack.....do.....	135,466	320,133
Lung-organs, dried.....do.....	51,600	105,333
Medicines.....value.....	\$8,051	\$5,725
Mushrooms.....pounds.....	60,000	198,133
Oil of all kinds.....do.....	47,466	72,000
Orange, fresh.....do.....	5,541,600	2,932,266
Paper:		
First quality.....do.....	381,200	392,523
Second quality.....do.....	1,318,266	1,276,909
Joss.....do.....	798,133	1,177,200
Peel, orange.....do.....	102,266	101,300
Plums.....do.....	262,400	303,066
Potash.....do.....	53,600	75,466
Potatoes.....do.....	4,137,066	3,878,900
Rice.....do.....	123,600	272,266
Shoes, satin.....pairs.....	1,506	874
Tea:		
Black.....do.....	6,258,733	5,375,066
Brick.....do.....	2,567,066	3,214,266
Timber:		
Beams, soft wood.....pieces.....	500	1,306
Planks, soft wood.....square feet.....	194,651	183,527
Wood, poles.....pieces.....	198,529	352,821
Canes.....do.....	40,731	37,636

S. L. GRACEY, *Consul.*

FUCHAU, July 31, 1902.

## HANKAU.

Hankau is situated on the north bank of the Yangtse River, about 600 miles from its mouth, in latitude 30° and longitude 114°. The surrounding country is markedly level, well suited to farming, and abundantly interspersed with lakes, rivers, and smaller waterways, the people being, for the most part, devoted to agriculture.

The great Yangtse River is here nearly a mile wide, and in the summer furnishes anchorage for the largest ocean-going vessels or war ships, many of which visit this port.

This city, or collection of cities, has been called "The Chicago of the East," and could also fittingly be named the "Hub City," for around and through it flow the imports and exports of a vast district, embracing all of west central and northwest China, together with the trade carried on with Tibet and Western Mongolia by caravan. The six provinces of Hunan, Szechuen, Kansuh, Shansi, Honan, and Hupeh are within this area, with their 570,000 square miles of territory, and a population, if anything, underestimated at 160,000,000.

To the splendid situation of Hankau must be attributed its commercial and manufacturing importance; it lies at the junction of the Han River with the Yangtse, and is almost exactly 800 miles south of Peking, and about the same distance west of Shanghai, north of Canton, and east of Chungking, the commercial capital of west China.

The population of the three cities forming this center of trade, Hankau, Hanyang, and Wuchang, is estimated at 850,000, the same as Canton, and more than either Tientsin, Hangchow, Shanghai, or Soochow, China's other largest cities. Peking alone may surpass it in size and population.

This is the largest consular district in China, and embraces besides the six provinces mentioned above as tributary to the trade of this port, the provinces of Kiangsi and Kueicheo. The district has an area of 693,000 square miles, and a total population of 196,000,000 natives; widely scattered throughout this vast region there are at present 205 Americans, almost all of whom are engaged in missionary work. In Hankau, Wuchang, and Hanyang, there are 27 American citizens.

#### CONCESSIONS.

The British is the oldest, opened in 1861, just forty years ago, and joins the native city on the north, extending one-half mile along the Yangtse. It has a fine river wall the entire length, protecting it from the annual rise of the river, which is about 40 feet, and is well laid out with broad macadamized streets and abundant shade trees.

Following the British concession in order are the Russian, French, German, and Japanese, which, with the exception of the latter, are now filled in to the proper height; the streets are finely laid out, and the river wall or bund is completed.

There are Protestant and Roman Catholic churches and hospitals, a well-appointed club, with library, reading room, bowling alley, and tennis courts, and a race course.

#### IMPROVEMENTS.

These have been very marked in the past few years, particularly in 1901. Of hotels alone, five are now open or nearing completion, against the one of former years. Many fine buildings have gone up, and house rent is steadily falling as the number of houses for rent increases, but it is still difficult to obtain suitable ones. Hankau would not now be recognized by a visitor of four or five years ago, so fast has it grown.

The following table, showing the increase of trade in the forty years since this port has been opened, in stages of ten years, will indicate the great improvement in this line:

*Comparison for the forty years.*

Description.	1871.	1881.	1891.	1901.
Foreign imports.....taels..	12,000,000	16,100,000	14,800,000	25,680,000
Foreign exports.....do....	18,500,000	19,800,000	29,100,000	29,370,000
Steamers:				
Entered.....	261	460	603	1,224
Tonnage.....	34,000	433,000	567,000	1,246,000

On account of the fluctuation in value of the tael during this period, no attempt has been made to give the United States equivalents. The Halkwan tael in 1901 was valued at 73.3 cents.

#### INDUSTRIES.

In Hankau are located three Russian pressed-brick tea factories, several albumen works, extensive hide-curing and packing establishments, and the honges of the various English, Russian, and German

merchants who export tea and do a general commission merchant business. Below the city, at a safe distance, are the large oil tanks of the Shell Line and the Dutch Petroleum Company, the former having two tanks of 2,500 tons capacity each, and importing during 1901 3,700,000 gallons of oil.

Opposite Hankau is the ore-crushing plant of Messrs. Vward & Co., which during the year crushed and sent down to Shanghai some 55,000 piculs (7,333,000 pounds) of antimony ore, mined in Hunan Province.

The viceroy's mint at Wuchang, for coining silver dollars, 20 and 10 cent pieces, and the ironworks and arsenal at Hanyang, were kept busy during the year. The Wuchang cotton mill and the hemp factory have not done much during 1901. Iron ore to the extent of 65,000 tons was shipped from Whang-shih-kang during the year. This place is 60 miles below this city, and the shipments were all to Japan.

#### TRANSPORTATION.

Hankau now enjoys excellent connection with Shanghai and the lower river ports, there being 22 river steamers running regularly, 10 of which are under the British, 5 under the German, 4 under the Chinese, and 3 under the Japanese flag. There is 1 American steamer, the *Mei-an*, run by the Standard Oil Company, and this brings bimonthly or trimonthly cargoes of kerosene oil to the large godowns in the German concession, and returns with miscellaneous cargo; it will book, when required, through cargoes to New York. On the upper river the Hankau-Ichang lines—7 river steamers—keep up regular communication, stopping at the two intermediate and smaller ports of Yoh-chow and Sha-si.

There is a daily mail to and from Shanghai, but no ocean mail steamers call here as yet.

The trade with interior places and the transshipment of cargo for west China from Ichang is done in native junks, and the mouth of the Han presents the appearance any day of the year of a forest of masts.

#### RAILROADS.

The Hankau-Pekin Railroad is being rapidly pushed to completion, and the whole road is promised to be done in 1906; from present indications, it may probably be finished even sooner. On Christmas Day, 1901, the line was opened as far as Kuang-shui, 90 miles north of Hankau, and a weekly service inaugurated; but on January 15, 1902, a tri-weekly service was begun, and in the early summer trains were running through to Sin-yang, the first walled city in Honan Province, 120 miles from Hankau, at a fare of first class, \$8.60 Mexican or \$3.50 gold; second class, \$4.30 (\$1.75), and freight for United States \$3.65 per ton for first class and \$1.85 for the fourth.

The Hankau terminus of the Canton Railroad is located just below the city of Wuchang, across the river from Hankau, but work has not yet been begun on the railway, and the new port there has consequently received little or no attention.

#### STEAMER TRAFFIC.

A total of 2,538 steamers entered and cleared at the custom-house during the year, with a gross tonnage of 2,498,737 tons; being an

increase over 1900 of 316 vessels and 410,573 tons. This was the largest on record. Of this tonnage, 1,162,000 was British, 554,527 German, 424,913 Chinese, 280,006 Japanese, 48,948 Russian, and 20,728 American.

#### COMMERCE.

The year of 1901 was the banner year for imports, these amounting to 25,685,954 taels (\$18,416,829), as against 21,666,828 taels (\$15,535,116) in the best previous year (1899), and being better than 1900 by nearly 6,000,000 taels (\$4,302,000). This is exclusive of some 9,000,000 taels (\$6,453,000) of imports which were reexported.

The main imports were cotton and woolen goods, kerosene oil, sugar, seaweed, sandalwood, matches, lead, brass buttons, braid, aniline dyes, opium, needles, etc.

Exports, while reaching the handsome sum of 29,372,642 taels (\$21,060,184), show a decline of nearly 3,000,000 taels (\$2,151,000) from 1900, but this is entirely accounted for by the short tea crop. In that year, an abnormal amount of tea was hastened away, as merchants were not sure of future supply, owing to the Boxer troubles.

The principal exports were tea, hides, sesamum seed, wood-nut oil, nutgalls, hemp, vegetable tallow, beans, etc.

The gross value of the trade of Hankau for the year was 86,987,925 taels (\$62,312,982), against 78,490,422 taels (\$53,983,471) for 1900, and this in spite of the short tea crop mentioned above.

#### TEA.

Tea is the staple export of Hankau, and consists of the green and black product from Hunan and Kiangsi provinces, about half of which is sent in the leaf, principally to England and America, and the other half is pressed into bricks, tablets, and logs for the Russian and Siberian markets. This year, 367,954 piculs (53,983,471 pounds) of the former, valued at 6,213,588 taels (\$4,455,143), were exported and 309,174 piculs (41,223,200 pounds) of brick and tablet tea, valued at 2,379,729 taels (\$1,706,266).

#### COAL OIL.

This article is more and more extensively used by the Chinese, the imports amounting to over 16,000,000 gallons in 1901. Of this, Russia supplied nearly one-half—almost double the quantity supplied by America—which, however, was 2,000,000 less than the quantity supplied by Russia in 1900. Up to June 30, 1902, Sumatra had sent 4,122,000 gallons, America 1,922,000, and Russia only 1,090,000 gallons.

#### WOOD-NUT OIL.

The trade in this valuable varnish oil is rapidly increasing, and would certainly be enormous if proper methods of packing and transportation were obtainable. It is shipped largely to Germany and America, and is an excellent and quick-drying oil, largely used by the Chinese to varnish their boats, which it preserves remarkably well.

#### MINING.

Owing to the unfinished state of the new mining regulations, not much has been done this year by foreigners, but several prospects have

been made and excellent reports have been brought back. Hunan produces a very good quality of hard coal, which sells here for about \$10 Mexican or \$4 gold per ton. It is worth about \$2 gold at the pit's mouth.

#### PARCELS POST.

This long-desired boon has now been accorded, and parcels up to 11 pounds may be sent to the United States, with the one drawback that they can not be sent direct, but must go via London. The charges are \$1 Mexican (47.3 cents) for 3 pounds, \$2 (94.6 cents) for 7 pounds, and \$3 (\$1.42) for 11 pounds. The size allowed is 3½ feet in length.

#### THE NEW TARIFF.

On November 11, the tariff of import duties and the list of duty-free goods was superseded by a 5 per cent ad valorem duty,<sup>a</sup> as agreed by the peace protocol, but it is too early yet to judge of results, or as to how it will affect the revenue.

*Hankau commerce for the year 1901 and first six months 1902.*

#### EXPORTS.

Articles.	1901.	Six months of 1902.
Antimony.....pounds..	7,400,933	
Arsenic.....do..	888,666	
Beancake.....do..	71,890,533	
Beans:		
Black.....do..	4,701,200	2,377,866
Green.....do..	11,403,600	12,576,400
Yellow.....do..	76,524,800	41,978,800
Bristles.....do..	792,000	
China root.....do..	3,162,233	2,265,466
Cloth, native and nankeens.....do..	1,263,866	306,266
Coal.....tons..	74,174	29,333
Cotton, raw.....pounds..	3,252,933	
Cotton yarn, Hankau.....do..	1,577,466	594,000
Dye stuff.....do..	4,681,600	
Feathers, egret.....do..	374	
Fungus.....pounds..	3,866,466	1,174,666
Gypsum.....do..	44,966,000	29,148,800
Hemp.....do..	17,846,466	4,018,133
Hides, cow and buffalo.....do..	21,684,666	15,010,666
Iron, Hanyang.....do..	16,538,800	
Ironware.....do..	6,868,866	4,881,600
Lily flowers, dried.....do..	172,800	
Medicines.....do..	\$636,189	\$249,244
Musk.....pounds..	2,422	79
Nutgalls.....do..	2,961,866	2,429,200
Oil:		
Bean.....do..	1,498,666	
Sesamum seed.....do..	2,438,666	325,733
Tea.....do..	1,497,733	
Wood.....do..	37,446,933	29,515,466
Paper, first and second quality.....do..	4,184,933	3,315,333
Rhubarb, szechuen.....do..	219,733	138,133
Rice.....do..	693,333	45,032,666
Rice, duty free.....do..	4,697,666	2,816,800
Samsu (native wine).....do..	2,331,333	
Seed:		
Lily flower.....do..	1,894,933	407,733
Sesamum.....do..	60,406,933	40,199,733
Silk:		
Raw, white.....do..	55,333	400
Yellow.....do..	928,400	108,666
Refuse.....do..	1,369,666	62,666
Cocoons, refuse.....do..	64,133	3,666
Skin, fur, clothing.....pieces..	44,961	
Skins, (furs) goats.....do..	786,525	
Steel.....pounds..	418,800	
Hanyang.....do..		

<sup>a</sup>See Consular Reports, No. 267, December, 1902 (Advance Sheets, No. 1481).

*Hankau commerce for the year 1901 and first six months 1902—Continued.*

## EXPORTS—Continued.

Articles.	1901.	Six months of 1902.
Tallow, vegetable .....	pounds.. 26, 670, 266	15, 033, 333
Tea:		
Black .....	do. 35, 180, 800	18, 865, 866
Brick, black .....	do. 24, 106, 733	20, 449, 466
Brick, green .....	do. 16, 181, 466	4, 734, 666
Tobacco:		
Leaf .....	do. 13, 546, 133	6, 618, 800
Prepared .....	do. 6, 904, 133	6, 746, 800
Varnish .....	do. 1, 507, 066	714, 262
Wax, white .....	do. 146, 000	30, 800
Wheat .....	do. 514, 533	.....
Wood:		
Poles .....	pieces.. 497, 112	289, 604
Coffin .....	do. 202, 522	.....

## IMPORTS.

Cotton goods:		
Shirtings—		
Gray, plain .....	pieces.. 192, 902	855, 176
White, plain .....	do. 560, 974	364, 910
Dyed .....	do. 9, 223	.....
Dyed, figured, etc .....	do. 28, 020	10, 770
Dyed cotton metz cords .....	do. 6, 196	.....
T cloths—		
32 inches wide .....	do. 96, 800	79, 897
36 inches wide .....	do. 4, 110	.....
Drills—		
American .....	do. 202, 960	115, 325
English .....	do. 9, 585	12, 319
Dutch .....	do. 2, 686	.....
Jeans—		
American .....	do. 8, 940	.....
English .....	do. 8, 670	.....
Dutch .....	do. 460	.....
Sheetings—		
English .....	do. 137, 728	750, 000
American .....	do. 39, 020	250, 028
Dutch .....	do. 600	.....
Chintzes and furnitures .....	do. 188, 336	136, 208
Turkey red cottons .....	do. 53, 827	24, 567
Cotton lastings, plain and figured .....	do. 156, 134	83, 008
Cotton Italians, plain and figured .....	do. 224, 580	104, 963
Cotton crimps .....	do. 5, 808	.....
Velvets .....	do. 7, 637	4, 600
Velveteens .....	do. 2, 198	.....
Lawns .....	do. 4, 657	.....
Muslins .....	do. 5, 884	.....
Handkerchiefs .....	dozens.. 66, 319	39, 200
Towels .....	do. 39, 629	.....
Taffachellas .....	pieces.. 1, 015	.....
Blankets, cotton .....	do. 11, 819	.....
Cotton Spanish stripes .....	do. 3, 769	.....
Cotton flannel .....	do. 50, 683	.....
Oxford checks .....	do. 4, 626	.....
Cotton cretonne .....	do. 2, 427	.....
Japanese cotton cloth .....	do. 16, 764	.....
Mosquito netting .....	do. 3, 858	.....
Cotton goods, unclassified .....	do. 99, 662	86, 844
Cotton yarn—		
Indian .....	pounds.. 11, 026, 133	17, 100, 666
English .....	do. 62, 800	708, 400
Japanese .....	do. 11, 107, 066	11, 295, 866
Chinese .....	do. 4, 062, 933	4, 238, 133
Cotton thread .....	do. 10, 800	.....
Woolen goods:		
Camlets, English .....	pieces.. 17, 765	7, 140
Lastings, plain .....	do. 12, 188	3, 600
Long ells .....	do. 29, 459	10, 945
Spanish stripes .....	do. 9, 901	3, 744
Italian cloth .....	do. 28, 802	14, 838
Miscellaneous:		
Iron, nail rod .....	pounds.. 1, 088, 266	421, 200
Iron wire .....	do. 2, 214, 666	877, 200
Iron nails .....	do. 1, 811, 733	.....
Tin plates .....	do. 1, 562, 400	.....



*Hankau commerce for the year 1901 and first six months 1902—Continued.*

## EXPORTS—Continued.

Articles.	1901.	Six months of 1902.
<b>Miscellaneous—Continued.</b>		
Lead, in pigs.....pounds.	2,920,533	2,640,583
Boxes, fancy.....gross.	2,646,800	
Braid, llama.....do.	221,150	77,350
Buttons:		
Brass.....do.	166,897	92,915
Fancy.....do.	107,500	
Clocks and watches.....pieces.	12,771	
Glass, window.....boxes.	13,173	
Cement.....	\$16,002	\$14,976
Coal.....tons.	36,196	36,196
Dyes, aniline.....	\$209,145	\$129,959
Ginseng, American, clarified.....pounds.	13,066	5,333
Machinery.....	\$536,916	
Matches—		
Japanese.....gross.	18,633	12,569
European.....do.		5,250
Needles.....millie.	641,144	337,550
Oil, kerosene.....gallons.	6,767,865	7,134,942
Pepper.....pounds.	1,316,266	1,256,466
Railroad plant and materials.....	\$369,949	
Sandalwood.....pounds.	2,373,600	1,510,168
Sapanwood.....do.	1,369,733	636,408
Seaweed, Japanese.....do.	21,508,200	6,974,133
Sugar—		
Brown.....do.	11,022,400	9,938,000
White.....do.	2,001,806	2,728,000
Refined.....do.	10,423,086	8,717,406
Candy.....do.	2,906,800	

I give below brief reports on the ports of Kiukiang, Yohcheo, Shasi, Ichang, and Chongking, all of which are now included in the Hankau consular district.

## KIUKIANG.

Kiukiang is situated on the south bank of the Yangtse River, 187 miles below Hankau, and 445 miles from Shanghai. It is but 20 miles west from the town of Huokeo, at the outlet of the Poyang Lake, through which large body of water and its tributaries the great bulk of its trade passes, brought in junks.

The city lies near the Yangtse, its walls being parallel to it for some distance, and nearly 5 miles in circumference.

Before the Taiping rebellion, Kiukiang was a busy and populous city, but it was largely destroyed then and has but slowly regained some of its former importance. The native population now numbers about 60,000, with some 95 foreigners.

Back of the city 20 miles is a noble range called the Lu Mountains, and on a western spur of these hills, at an altitude of some 4,000 feet, has sprung up a beautiful foreign sanitarium, called Kuling (i. e. "Cooling"), which attracts an increasing number of sick, tired, or weather-weary persons each year. There are now 125 cut-stone summerhouses at this resort, and last year over 500 foreigners, missionaries, merchants, and others escaped the trying heat below and enjoyed themselves in this cool and pretty place.

## TRADE AND PRODUCTS.

The staple of trade here, as at Hankau, is tea, and next to this may be placed chinaware, which is produced at the potteries of Kingteh-

chen, a busy city some 120 miles southeast of Kiukiang, beyond the Poyang Lake.

Of black tea, 102,491 piculs (13,665,466 pounds) reached the port, as against 123,211 (16,428,133 pounds) in 1900, and of green tea 28,173 piculs (3,756,400 pounds) against 35,977 (4,796,933 pounds) in the previous year. This is accounted for by the disastrous flood of July-August, the greatest in thirty-two years, which did great damage to trade generally as well as to tea.

The total value of the trade for the year was 16,876,809 taels (\$10,769,795), an increase of 499,631 taels (\$324,760) over 1900. The imports reached the fine total of 8,404,660 taels (\$5,463,029), nearly half a million more than in the best previous year. The revenue collected amounted to 828,201 taels (\$538,330), being less than in 1900 by 51,980 taels (\$33,787).

The principal exports of Kiukiang, besides tea and chinaware, are beans, peas, paper fans, grass cloth, hemp, liquid indigo, bamboo mats, paper, tobacco, and rice.

The main imports, as in other ports, are cotton and woolen goods, kerosene oil, aniline dyes, opium, window glass, sugar, etc.

The steamers entered were 1,584 in number, with a tonnage of 1,943,116, besides 68 sailing vessels of 17,608 tons.

#### YOH-CHOW.

This is the new port in northern Hunan, also on the Yangtse, and near the walled city Yohchow, at the outlet of the Tongting Lake.

The value of trade for the year which came under the customs was 400,984 taels (\$260,639), an increase of 257,157 taels (\$167,152) over 1900.

The new custom-house and outdoor quarters, a very fine modern building, was opened and occupied on April 30. This is the first foreign residence built in Hunan.

#### SHASI.

This port was opened in 1896 and is on the Yangtse, some 85 miles below Ichang. The native population is about 75,000, but the city has lost its importance as a distributing center since the opening of Ichang.

The gross value of trade for the year was 1,113,375 taels (\$723,694), an increase of 562,286 taels (\$365,486) over the previous year.

The revenue collected was 12 783 taels (\$8,309).

#### ICHANG.

Ichang is an important city commercially and is situated some 10 miles below the great Ichang gorges, on the left bank of the Yangtse River. It was opened in 1877.

At Ichang, all cargo for Chongking and west China is transshipped to junks and slowly proceeds through the gorges and upper river to its destination, reaching it only after numerous delays, dangers, and difficulties.

Wood oil is largely produced in this region, and oranges, lemons, pomelos, pears, and plums grow abundantly in the sheltered mountain valleys; also a very superior variety of persimmon, which finds a ready market.

The crops and trade of the district were generally good for the year, there being no trouble from floods, as in the central and lower Yangtse Valley. The total value of the trade was 24,686,243 taels (\$16,046,058), or about 1,500,000 taels (\$975,000) more than 1900.

#### CHONGKING.

This city is the furthestmost port of west China and is located about 800 miles west of Hankau, above the mighty and almost impassable rapids of the Yangtse.

It is the commercial capital of Szechuen, China's largest province, if not of the whole of west China, and will obtain still greater importance when a railroad can be built past the Yangtse rapids and can bring goods to the city at a more reasonable freightage. Steamers have entirely failed of success in this upper river navigation.

The net foreign imports were 12,598,419 taels (\$8,288,972), and the exports amounted to 9,114,976 taels (\$5,924,734), yielding 514,949 taels (\$334,717) revenue, the largest ever collected at this port.

Opium is largely grown in the district, and forms the largest article of export, being 16,027 piculs (2,136,933 pounds) this year, as against 11,997 piculs (9,599,600 pounds) last year. Medicines to the value of 662,538 taels (\$430,650) and goatskins to the amount of 187,644 pieces were exported in the year.

Cotton and woolen goods, kerosene oil, etc., are imported.

ALLEN N. CAMERON,  
Vice-Consul in Charge.

HANKAU, December 3, 1902.

#### SHANGHAI.

Under date of October 11, 1902, Consul-General John Goodnow sends the following list of steamship companies furnishing transportation from Shanghai, with the names of other ports which they serve:

*China Merchants' Steam Navigation Company.*—Amoy, Canton, Chefoo, Fuchau, Hankau and Yangtse ports, Hongkong, Manila, Niuchwang, Wenchow, Ningpo.

*China Navigation Company.*—Amoy, Canton, Hankau and Yangtse ports, Hongkong, Niuchwang, Ningpo, Port Arthur, Tientsin.

*Osaka Shosen Kaisha.*—Hankau and Yangtse ports, Amoy (twice a week), Fuchau (weekly), Hongkong, Swatow.

*Peninsular and Oriental Steamship Company.*—Hongkong, Kobe, Nagasaki, Yokohama, Bombay, Colombo, Fuchau.

*Austrian Lloyd.*—Bombay, Colombo, Kobe, Nagasaki, Saigon.

*Messageries Maritimes.*—Bombay, Colombo, Hongkong, Singapore, Vladivostok.

*Indo-China Steam Navigation Company.*—Canton, Chefoo, Hankau and Yangtse ports, Niuchwang.

*Hamburg-American Line.*—Colombo, Hankau and Yangtse ports, Canton (every ten days), Chefoo, Hongkong, Kobe, Nagasaki, Yokohama, Tsintau.

*Nord deutscher Lloyd.*—Hongkong, Kobe, Nagasaki, Singapore, Colombo, Hankau and Yangtse ports.

*Nippon Yusen Kaisha.*—Colombo, Kobe, Nagasaki, Manila (twice a week), Shimonoseki, Singapore, Tientsin, Vladivostok.

*East Asiatic Company.*—Colombo, Singapore, Hongkong.

*Canadian Pacific Railroad Company.*—Yokohama, Hongkong, Kobe, Nagasaki.

*Occidental and Oriental Steamship Company.*—Yokohama, Hongkong, Kobe, Nagasaki.

*Toyon Kisen Kabushiki Kaisha.*—Hongkong, Kobe, Nagasaki.  
*Portland Asiatic Steamship Company.*—Hongkong.  
*Northern Pacific.*—Hongkong, Kobe, Mogi, Nagasaki, Shimonoseki.  
*Pacific Mail Steam Navigation Company.*—Hongkong.  
*Shire Line.*—Kobe, Nagasaki, Yokohama.  
*Glen Line.*—Kobe, Nagasaki, Yokohama.  
*Chinese Eastern Railway Company.*—Chemulpo, Vladivostock, Tientsin, Port Arthur.

### TIENTSIN.

That the Boxer trouble of 1900 has resulted in creating vast trade possibilities in this ancient empire, and especially in north China, is universally admitted; and our manufacturers and merchants who desire to extend their business with this part of the world should not fail to recognize and take advantage of this fact.

The recuperative power shown by the seemingly poverty-stricken population of north China, after the occupation of that district by the allied forces, must strike all careful and unbiased observers with admiration. It is only another proof of the potentiality and vitality of the Chinese race.

In spite of adverse political and financial conditions, inevitable consequences of anarchy and war, the commercial instinct and acumen of the people are such that almost normal trade conditions now prevail.

Too much stress can not be laid on the present bearing of the Chinese Government and people toward the United States. The firm, friendly, and well-defined attitude of the American Government throughout the recent crisis is deeply appreciated by China, and there has never been a better opportunity than the present for America to build up her commercial prestige.

We hear a good deal of the American invasion of Europe, where Yankee ingenuity and push, backed by unlimited capital, is causing uneasiness even in London itself, the commercial metropolis of the world. To maintain this invasion, herculean efforts are required, while here in China—a field that is almost unlimited in its possibilities—supremacy in trade could be acquired with but half the energy that is now being expended in Europe.

A strong American corporation would find no great difficulty at the present time in obtaining from the Chinese Government valuable concessions of all kinds, which would mean not only vast financial returns to the promoters but also the regeneration of this empire, which needs only the magic touch of American enterprise to develop its exhaustless resources. It would be a great blunder for the business men of the United States to let slip the present golden opportunity.

China, with its countless population and unlimited resources, offers so many avenues for the employment of American capital and energy that the difficulty consists in the selection of those that would appeal most to the American capitalist or merchant and would yield the speediest and most profitable financial results.

### MACHINERY.

America leads the world in machinery, and I am positive that with a certain amount of effort and outlay, a splendid trade in this line can

be created. The majority of the Chinese are utterly ignorant of even the existence of labor-saving machines, the value of which it would first be necessary to practically demonstrate to both the officials and people. The proposition, therefore, to establish exposition buildings in Shanghai is a step in the right direction. Similar expositions, however, should be opened in Canton and Tientsin, and care should be taken that the representatives in charge should be men of the highest integrity—men who would inspire the Chinese with a feeling of confidence and would not impose on their credulity.

Among the machines to be immediately introduced, I would recommend the following:

Machines for boring artesian wells, hulling rice, milling all kinds of grain, sawing timber, making bricks, and for pressing oil and sugar cane. A moderately cheap plow would eventually find a good market here. The same can also be said of windmills. Both must, however, be introduced practically; not by circulars or catalogues.

#### ARTESIAN WELLS.

Although China is extremely fertile and productive, periodical and appalling famines occur, due chiefly to drought. In northern and western China, the scarcity of water renders an otherwise rich and productive soil bare and barren, and occasions great hardship and suffering. Artesian wells in these great dry regions would prove an immense blessing to the inhabitants. It is only necessary to demonstrate to the officials and wealthier class of Chinamen that irrigation is possible by artesian wells, and a tremendous demand for boring machines and windmills will no doubt follow, not only from the provincial authorities but also from individuals. These boring machines will be required primarily for irrigation, but a large demand will also arise for supplying pure water to cities and villages, such as Pekin, Chefoo, Ningpo, and numerous other places, whose water supply is brackish, unhealthful, and extremely unpalatable.

#### HARVESTERS.

The chief food staple is rice in south and middle, and wheat in north and west China. At present, all work is accomplished by manual labor, and as may be expected, at the most critical time of the harvest that kind of labor is often inadequate, and much loss results.

In a recent interview, the provincial treasurer, the second highest official of the province, made many inquiries about harvesting machines. When the labor-saving qualities of the harvesting machines used in the United States were explained to him, he was much impressed, and said they would supply a long-felt want in this and other northern provinces of China.

#### FLOUR MILLS.

There are already several flour mills in Shanghai, Tientsin, and other places, using mostly American machinery. Machine-milled flour is in great demand and commands a much higher price, being finer, whiter, and cleaner than the native article ground by manual or animal labor.

## FLOUR.

The importation of American flour into north China five years ago did not exceed 100,000 bags. It is no exaggeration to say that this year, that number has increased to 750,000. Even that figure would have been enlarged had not our millers bound themselves to agents in Shanghai, who must make a profit and exact payment in Shanghai drafts, thus subjecting our merchants to a double exchange before they are paid. Our flour should be sold direct, to compete with the native product.

## RICE.

The method in vogue for preparing rice for the market is most primitive, and entails much labor and loss. A simple wooden mill turned by hand is used, through which the paddy has to be repeatedly run before it becomes thoroughly hulled. The cleaning and polishing is done in a sort of mortar and pestle arrangement, worked by foot power. The loss in weight by this process is from 10 to 15 per cent. A simple machine which will hull and clean the rice at one operation is a great desideratum throughout the rice-producing provinces.

## SAWMILL.

A pony sawmill in connection with the lumber yards in Shanghai, Hankau, and Tientsin, would prove a lucrative investment. China is practically deforested, excepting certain parts of Fukien, Hunan, and Feughtien on the borders of Korea, along the banks of the Yalu River, and is dependent upon Japan and the United States for her supply of timber for building and other purposes.

An immense trade could be done if American lumber yards were established at the principal commercial ports of China, with sawmills attached, to furnish sizes and measurements in accordance with the local demand.

## BRICK.

After timber, brick is the most important building material. The annual consumption of bricks is incalculable. They are all made in wooden molds by hand and imperfectly burnt in primitive kilns. The product is a grayish-blue brick, which from the softness of its tint is rather pleasing to the sight, but is not durable and crumbles in a comparatively short time, especially in a damp climate. An American brickmaking plant would be appreciated.

## OIL MILLS.

The production of vegetable oil from beans and seeds is a most important Chinese industry. It is no exaggeration to compute the consumption of vegetable oil at approximately \$100,000,000 per annum. Comparatively little animal fat is used for culinary and illuminating purposes. Niuchwang is the great center of the bean oil trade, but the cities, villages, and hamlets throughout the interior of the Empire are dependent upon the local supply, consequently oil press factories are found everywhere. The rough, hydraulic presses in general use

are worked by water buffaloes. The waste is often 20 per cent. So imperfectly is the pressing done in Niuchwang that the residue bean cakes, which are mostly exported to Swatow as fertilizer for sugar cane, are by the merchants of that city again run through a slightly superior press and made to yield another 10 per cent of oil. Even this second pressing, however, does not entirely exhaust the oil. By employing American machinery, an annual saving of fully \$20,000,000 worth of oil would result, not to speak of the gain in labor and wages and the superiority of the product. The same remarks also apply to presses for sugar cane.

#### NATIVE AGENTS.

The above-mentioned machines are cited merely as examples; doubtless, there are many other avenues for the profitable introduction of American machinery. The field should be carefully studied by competent Americans, assisted by educated Chinese of good social standing, who would know the particular needs of the country, how to deal with the official, mercantile, and agricultural classes, and how to avoid the blunders and mistakes often unwittingly committed by foreigners through their ignorance of Chinese customs and prejudices.

#### SNUFF.

In connection with the general peculiarities of the Chinese, nothing is more remarkable than their willingness to pay extravagant and often fabulous prices for anything which pleases their fancy. As an example, I may mention snuff, which costs from a few cents an ounce for the ordinary sort to several hundred dollars an ounce for certain rare, aromatic blends. It would seem worth while for some of our big tobaccoists to obtain small samples of this costly snuff and endeavor to produce a similar brand for the Chinese market. There is a large fortune for the man who succeeds in getting up a snuff which would appeal to the Chinese mandarins and rich merchants; they would be willing to pay almost any price for it. In this connection, I might mention that a prominent Chinese official, now dead, when on a visit to the United States, purchased about fifty pounds of different brands of snuff of American and Cuban make. On returning to Shanghai, he employed the services of a skillful blender, who did his work so well that when the official took the blended snuff to Peking, and presented it to the imperial princes and high metropolitan officials, the mixture was pronounced by connoisseurs to be the finest Spanish snuff, at least sixty years old, and worth 300 taels (about \$200) per ounce. As a matter of fact, the component parts were all new snuff, and none of them cost more than \$5 a pound.

#### COFFINS.

Extravagant prices are also paid for coffins in China; \$500 to \$1,000 is no unusual sum for a rich family to pay for a plain casket. Strange to say, these coffins are merely of pine or some other wood belonging to the conifera. The most costly kinds come from certain districts in Szechuan and Kweichow, and are made from trunks of trees that have for many years been submerged in swampy ground. Exaggerated

notions about the indestructibility of this kind of timber account for the fabulous sums demanded and paid. I have no doubt that the submerged timber of Virginia and North Carolina swamps would, in the eyes of the Chinese, make equally good coffins. Certainly, it would be worth while for some enterprising American to export to China as an experiment samples of this submerged timber. The larger sizes command the highest prices.

The Chinese coffin is very simple in shape and make, being merely an oblong square box. The best kinds are constructed of four whole planks, with a square piece at the head and foot.

The dimensions of the planks should be at least 8 by 3½ feet by 1 foot, and the two end pieces 3 feet square by 1 foot thick.

#### JADE AND QUARTZ.

Among other articles that are esteemed by the Chinese may be mentioned jade and colored quartz. A translucent jade of deep brilliant green is almost priceless, as much as 10,000 taels (\$7,000) having been paid for a thumb ring. A transparent deep rose-colored quartz is almost as costly. I do not know whether green jade is found in America or not, but the rose quartz must be plentiful. The latter would find a ready market here, but it must possess transparency and a brilliant rose color. Some of our mineralogists should send a few specimens for trial. Should the stones prove to be identical with those admired by the Chinese, the market should be carefully manipulated, so as not to lower the price. In fact, the policy of the De Beers Company to maintain the price of diamonds should be imitated, only with greater circumspection, since a monopoly can not be enjoyed.

#### GINSENG.

Ginseng is another article which commands immense prices for certain varieties, and may well claim the attention of the American agriculturist. The choicer kinds are valued by a ratio of their weight in silver. The best wild ginseng of Kirin is marked "1 ounce ginseng = 500 ounces silver."

#### SHARK FINS AND SKINS.

Shark fins are a delicacy for which the Chinese are willing to pay good prices. Fishermen in our southern waters should take note of this fact. The fins have only to be dried in the sun, when they are ready for the Chinese market. There is also a steady demand for shark skins and flesh. The latter, however, should be properly salted.

#### HINTS TO EXPORTERS.

In order to expand American trade with China, more attention should be paid by our merchants to local demands and peculiarities in taste, features which are catered to assiduously by both the Germans and the Japanese. In China, as elsewhere, the modes and fashions are constantly changing, in spite of the prevailing belief to the contrary. For example, in cotton and textile fabrics, with the exception of plain white, conforming to the prevailing styles in figuring and color increases the demand, facilitates the sale, and yields a greater



margin of profit than can be derived from goods of equal or even superior quality, which do not appeal to the popular fancy.

#### LIFE INSURANCE.

As an instance of how American business men unconsciously offend the prejudices of the Chinese, I may mention the case of the American life insurance companies that have established branches here. Their home prospectuses are translated into Chinese (generally very poorly) for local distribution. Now, it is safe to say that a Chinaman, unless he has had a foreign education, in reading these prospectuses is so shocked and disgusted with the word "death," which occurs with such frequency, that he not only drops all idea of intrusting his precious life to the tender mercies of the insurance companies, but loses no occasion to warn his friends against even touching what he regards as a great "hoodoo." The Chinese refrain from the word death on every occasion, and employ in its stead euphemious and auspicious terms. When in the prospectus the bare and unvarnished term stares them in the face, they take it as a personal affront, which might bring all sorts of bad luck, and possibly culminate in all that the word suggests.

The life insurance business has undoubtedly a great future before it in China, but it must be conducted by methods slightly different from those obtaining in the United States and Europe. The business is one into which personal canvassing enters largely, and in order to insure best results, Chinese agents of ability and good social standing should be employed. They should also be provided with a contingent fund for entertaining the prospective policy holders, who would insure themselves to "save the face" of the canvasser.

#### BANKING AND EXCHANGE.

The question of exchange is the *bête noire* of the American merchant in his commercial relations with China.

The fluctuations between the relative value of silver and gold prevent close calculation, and in order to cover the risk, the foreign exporter is obliged either to increase the prevailing market price of his goods or decline to do business altogether. There is crying need for an American banking system in China, for in all their financial transactions, besides the risk of exchange, our merchants must submit to the extortions of the foreign banks. At present, these foreign banking houses have a system which would not be tolerated outside of China, and they owe their existence and prosperity to the simple fact that the Chinese banks are even worse. They offer very few of the facilities that are inherent in the American banking system, and their scope of operations is extremely limited. For instance, it is not possible to transfer, through the foreign banks, money from the ports to cities in the interior. They limit their operations to the different treaty ports; but even when transferring money from one port to another through the same bank, the rate is something prohibitive, ranging from  $2\frac{1}{2}$  to 5 per cent. It is no wonder that the foreign banks do a thriving business and pay phenomenal dividends to the shareholders.

Payments to our manufacturers and merchants are computed first in sterling, then in taels, and finally in Mexican or Hongkong dollars, and

each transaction is figured at a profit that would make the charges of United States banks seem insignificant. Exchange quotations vary from day to day at the caprice of bank managers. Against all these exactions the merchant must make calculations, hence the uncertainty of doing business in any part of China. A good United States bank, with branches throughout the East, run on correct banking principles, would not only make money, but would do more to enhance our trade with this part of the world than all other possible agencies combined.

A beginning has been made by the establishment of the American International Bank in Shanghai, so that merchants now enjoy greater banking facilities. It is hoped that in time, a remedy may also be found for the vexatious question of exchange, which at present so greatly hampers American trade with China. Until China adopts a gold standard, financial transactions between the merchants of the two countries will always involve the element of risk for one side or the other. By adopting the policy of dealing on closer margins and on a gold basis, the danger of loss may be avoided by our exporters. Chinese merchants would be quite willing to run the risk of exchange—which may often turn out to their advantage—when they can order their goods at a reduced price, while on the other hand it would enable the American merchant or manufacturer to make his calculations with certainty. By conducting business on a gold basis, longer credits can also be given by our merchants, who would no longer fear the fluctuations of exchange and could successfully compete with European houses, whose chief inducement to the Chinese merchants has been long payments.

#### AMERICAN BANKS.

In connection with banks, loan syndicates could be established most advantageously at the different trading centers and provincial capitals for the employment of capital now lying idle in the vaults of the big banks in the United States. This money could be safely invested in China on gilt-edge securities, drawing 6 to 12 per cent interest per annum. The greatest obstacle is again the question of exchange, which, however, can be overcome by conducting business on a purely gold basis.

I have consulted with some of the chief native bankers and merchants as to the feasibility of this plan, and the almost unanimous opinion is that loans on a strict gold basis are quite practicable.

In no other country in the world is a debt held so sacred, and a Chinaman will make tremendous sacrifices to discharge his financial obligations. Custom has established three settling days in the year, namely, the 5th day of the 5th moon, the 15th of the 8th moon, and the last day of the 12th moon. On these dates, every one must settle up his accounts. Failure to do so is considered a great disgrace, and it is by no means uncommon for a Chinaman to commit suicide to escape, not the debt, but the humiliation and disgrace in failing to discharge his obligations, for his son or even his grandson would still be responsible to his creditors. On the approach of one of these settling days, money is tremendously in demand, and exorbitant interest is charged on loans secured by gilt-edge collaterals. An American loan syndicate charging a moderately high interest would be a boon to the Chinese mercantile community.

## AMERICAN PRODUCTS.

In the commercial field, the Americans are already preeminent in certain special lines, such as petroleum, food products, and some classes of cotton goods. Constant effort should be made to maintain this preeminence. There is no reason why America should not have the monopoly in supplying China with machinery, locomotives, engines, clocks, watches, nails, knives, woolen and cotton fabrics, flour, canned goods, lumber, lamps, chimneys, and notions. It would be impossible to enumerate an entire list of American products that could be profitably introduced into China, but there are certain lines of goods which would meet a sure and popular demand, and by judicious management a colossal trade might easily be built up.

## CANDLES.

Take, for instance, the paraffin candle and sewing machine business. Probably, there is no other country in the world where the consumption of candles is so great as in China. From the richest to the poorest, inexorable custom and religious training compel everyone to spend something on candles, according to one's ability. They must be used at marriages, funerals, birthdays, festival days (of which there are at least two every month), the new year season (when candles are burnt for a whole month), house moving, the opening and closing of all institutions, schools, stores, and shops, and last, but not the least, religious worship in temples and private houses.

In all the big temples, candles and incense are perpetually burning. The money expended on candles in the temples alone amounts to millions of dollars every year. In one of the middle-sized temples in Shanghai, the presiding priest derives a revenue of from \$6,000 to \$7,000 per annum by the sale of the drippings and stumps of the candles. A vast amount is also consumed for the ordinary purpose of illumination, as all stores and well-to-do families in the interior cities and villages employ candles instead of kerosene or other illuminating oil. Moreover, as Chinese streets can not be traversed at night without a lantern, every night pedestrian carries a candle-lighted lantern.

The Chinese divide their candles into two classes, namely, "animal" and "vegetable." The former is made from ox or mutton tallow, while the latter is manufactured from vegetable oils, principally the berry of the tallow tree, which is indigenous to the country. On account of the ingredients employed and the primitive method of manufacture (which is identical with the old fashioned dip), the resulting product is a very inferior article, smoking and dripping in a most woeeful manner, and requiring constant snuffing. For ordinary and festal occasions, red candles are always used, while white, yellow, and green candles are employed in times of mourning. They are made in various sizes and weights. The standard sizes that are kept in stock range from 2 ounces to 4 pounds per pair (they are invariably burnt in pairs). On special occasions, made-to-order candles weighing 40 pounds per pair are frequently used. The most costly kinds are those burned at weddings, and are known by the poetical name of "dragon" and "phoenix" candles, their weight being from 2 to 4 pounds per pair. A finely wrought figure of a dragon in colored wax on one candle represents the bridegroom, while the phoenix on the other

candle is a symbol of the bride, and the pair, according to Chinese mythology, becomes the poetical expression of the holy union between man and woman.

Owing to the incomparable superiority of the American candle, it would be in universal demand, if the manufacturers would only cater to the tastes of the Chinese in the matter of color, shape, and size. If the candle trade were properly pushed, it is no exaggeration to say that the consumption of American candles would amount to many millions per annum. It is certainly a trade worth striving for.

#### SEWING MACHINES.

The business in American sewing machines at present is insignificant, but by proper management, the trade might be made to assume immense proportions. That the machines meet a popular want, there is no question, but no serious effort has ever been made to bring before the people the advantages of this American invention. Recently, however, a well-known manufacturer has sent out representatives, who have established branches at all the principal treaty ports. The whole country should be thoroughly exploited by smart American and Chinese agents under the control of one general agent. Every inducement should be offered to the people, such as the installment plan of payment, free tuition in operating the machines, minor repairs done free of cost, etc. If such a régime were inaugurated, I am positive that a very large business could be done in American sewing machines.

The above are only illustrations of how American products may find a profitable market in China.

#### COMPRADORS.

One of the greatest obstacles to be overcome in securing the commercial rapprochement of the two countries, is the mutual ignorance of the languages; therefore, it is a matter of vital importance to select an able native agent, through whom the American can reach the Chinese purchasing public. Although the comprador system is radically wrong in principle, present conditions are such that no other method is possible. When the time arrives when a knowledge of the Chinese language shall be deemed a necessary qualification for an American merchant doing business in China, then, and not until then, will the anomalous compradorship system be abolished; but at present, and for many years to come, the comprador or the Chinese agent is indispensable, and the success of a business venture will depend largely on his selection. The general practice of foreign firms in China has been to base their choice of a comprador on his financial standing, which is often a great mistake. The first essential qualification in a comprador should be his social status, which would give him the entrée to all classes of society; his general abilities should next be considered, and finally, his financial standing.

#### TARIFF.

For information relative to changes in tariff rates, customs rules, port regulations, improvements in harbor facilities, etc., see accompanying commercial treaty.

## TELEGRAPH SYSTEM.

The telegraph system of China has been greatly extended within the last few years. The northern limit has now reached Kiachta on the Siberian border, where it connects with the Russian system. Last year, a new line was laid between Peking and Kalgan. To the south and west, the lines have been extended to the extreme border of Yunnan, where they will soon be connected with the French lines of Annam and Indo-China. On the east and south, they form a direct connection with the Great Eastern and Great Northern Telegraph Company's lines. Of all the foreign institutions that have been adopted by China, the telegraph service is the one which can claim the greatest success and efficiency. It now permeates the Empire, and has direct communication with the rest of the world.

## RAILWAYS.

The existing railway system, though important, is limited. It comprises the Imperial Northern Railway, which was originally started by the Kaiping Mining Company for the transportation of coal from the Kaiping collieries to the port of Tientsin. This line has been extended, however, to Peking, Pastingfu, Chingting, Chinchow, Shanhaikwan, Niuchwang, and Tongku, comprising altogether about 550 miles.

The only other railroad in operation is the Shanghai-Woosung Railway, a short line of 20 miles.

Of the many projected trunk lines throughout China, preliminary work has been commenced on several.

About 100 miles have been laid on the Lu-Han Railroad, but no trains have been run as yet. Considerable work has also been done on the Hankau-Canton line, which is under the control and management of an American syndicate.

## INTERNAL STEAMSHIP LINES.

Although the means of transport by rail are at present very meager, the coastwise and internal facilities for the carrying of merchandise are quite ample and comparatively cheap. Along the coast and rivers navigable by steam, the business in passenger and freight traffic is shared by three principal steamship companies—the China Merchants' Steam Navigation Company and the fleets run by Jardine, Matheson & Co. and Butterfield & Swire. There are other steamship companies which compete for this trade, chiefly German and Japanese, but so far, the three above mentioned enjoy practically a monopoly of the carrying trade of the coast and interior provinces.

## CANAL AND RIVER NAVIGATION.

Probably no country in the world possesses a better system of river, lake, and canal communication. With the exception of the extreme northwest, every part of the vast Empire can be reached by water. The number of junks engaged in this inland traffic must run into the millions, and the amount of traffic both in passengers and freight is beyond calculation. The carriage of merchandise by junks is slow, but safe and sure. Goods arrive at their destination in a much better

condition than when shipped either by steamer or by cars. The junk men have not as yet been initiated into the art of "smashing," at which the employees of railroad and steamship companies are so expert all the world over.

#### GRAND CANAL.

Work will be commenced this year to improve the Grand Canal. Special dredges and launches of American make have been ordered, to deepen the parts which have become shallow through long neglect, and there will be an efficient patrol system established by fast light-draft launches, with guards armed with modern rifles, to keep the canal in an efficient condition and to stamp out the internal piracy which, in recent years, has rendered this important and magnificent highway unsafe for both passengers and merchandise.

The Grand Canal is over 1,000 miles long, and passes through the provinces of Chili, Shantung, Anhin, and Kiangsu. Before the introduction of coast steamers, it was the official and regular waterway between Peking and the rest of China to the south, not only for ordinary travel and traffic, but also for the transport of Government treasure and tribute rice.

#### TRAVELING AGENTS.

The Chinese Government is extremely liberal in its treatment of foreigners, there being no vexatious laws. The sole regulation with which an American must comply, in doing business in China, is to provide himself with a passport (and that only in the event of his desiring to penetrate into the interior), which is issued by the United States legation at Peking and viséed by the Chinese officials. No license is required to carry on any business, and those special regulations for the control of commercial travelers which are in vogue in almost all European countries do not exist in China.

#### MERCHANT MARINE.

The China Merchants' Steam Navigation Company represents the entire merchant marine, owned solely by Chinese. It comprises a fleet of 35 ships, of a total tonnage of 350,000 tons. The vessels are all English built, and the fleet is kept efficient by frequent additions from Newcastle-on-Tyne or from the Clyde.

#### QUARANTINE.

No regular quarantine laws exist, although provisional regulations are adopted by the imperial maritime customs, with the consent of the provincial authorities, to combat cholera and the bubonic plague when these epidemics become unusually severe, as in the past summer. The regulations prescribe medical inspection of vessels and passengers at the different treaty ports.

#### DISCRIMINATING REGULATIONS.

As the United States enjoys the most-favored-nation clause in her treaty relations with China, there are no laws or regulations of a dis-

criminating character relating to American vessels or merchandise, either raw or manufactured, nor are there any taxes or excises in addition to tariff rates that affect United States trade.

#### PATENTS.

Up to the present, there are no national laws in regard to patents, copyrights, or trade-marks, although the viceroys and governors of different provinces have often exercised the prerogative of granting sole rights to individuals or corporations for the exercise of certain monopolies for stated periods. Even lower officials, from *taotais* to magistrates, grant monopolies to favored individuals in their respective jurisdictions. The granting of these rights, whether for the protection of a real invention or the exploitation of a *bona fide* mining claim, or simply the privilege of running a gambling monopoly, is one of the most lucrative functions of the mandarin. These quasi-legal rights, though exorbitantly costly to obtain, are not of much use, nor do the purchasers get adequate protection unless the wheels of official cupidity are constantly greased, for each succeeding mandarin can repudiate the acts of his predecessor; and, as the usual official term is restricted by law to three years, it means that these precious rights have to be repurchased every third year. This deplorable condition of affairs kills all inventive effort, and is a great hardship and injustice to all who have legitimate rights to protect. All these conditions will be changed, however, when the new commercial treaty shall come into force.

While China lacks many laws for the general protection of commerce, on the other hand, foreign merchants enjoy a freer hand and greater latitude from restrictive rules and regulations and *red-tape* generally than in other countries.

#### STREET RAILWAYS.

There is a big field for American street railways in large cities like Peking, Nanking, Hankau, Canton, Soochow, Tientsin, and many other places. Some difficulty may be experienced in obtaining the concessions, but if the business is conducted with ability and tact, and the negotiating parties are persons of weight and social standing, there will be no insurmountable difficulties in obtaining from the Chinese central and provincial governments the necessary rights for the successful and profitable working of tramways in populous centers, where the cheapness of labor, draft animals, etc., would be a great factor in the economical working of the lines.

#### MINING CONCESSIONS.

In mining concessions in China, one can not help being dazzled at the prospect. If what has been reported by foreign engineers as to the mineral wealth of China be but partially true, the wealth of the world will be considerably increased when the Chinese mines shall have been exploited by modern methods. While the mineral resources of Europe and even America are being exhausted, China, in spite of her fifty centuries of existence as a nation, has but merely scratched the surface of her incalculable mineral wealth, although the remains of ancient mines indicate that the surface working was carried on on an immense scale. This was notably true of the copper mines of Hunan, where

hills of slag cover an area of many square miles. The ancient smelting works which produced these immense areas of débris must have been truly stupendous.

#### ANIMAL LIFE.

China is a land of peculiarities and contradictions, not only in regard to its people, but also its fauna. The ideas that are taught in Western schools concerning the habitat of certain species of the animal kingdom are at variance with existing facts in China. For instance, the camel—"ship of the desert"—is always associated with the burning sands of the Tropics, but here in China it is only found in the north, and seems to thrive in proportion to the severity of the latitude. Camels are the chief means of transport between the cold regions of Mongolia and Siberia. In summer, however, they get out of condition and succumb easily to the heat. Their owners are, therefore, obliged to drive them to some cool and lofty pastures to pass the three hot months of the year.

Another animal which is always accredited to the Tropics is the tiger. In geographies and works on natural history, the student is informed that this ferocious beast is found only in the torrid zone, especially in southern Asia; but in China, tigers abound in the extreme north, where they attain an enormous size. Probably, the most beautiful wild beast in the world is a Mongolian tiger in the glory of his winter coat. The famous Bengal royal tiger can not be compared with him for size, strength, or beauty.

Leopards are also found in the coldest regions of China. The skin of the snow leopard is especially valued for its long, thick and woolly fur.

Turning to the lower orders of the animal kingdom, scorpions are found only in north China, where they are plentiful and extremely venomous. The Chinese consider them valuable as a curative for many diseases, especially blood poison.

Centipedes also abound and are likewise employed in the Chinese pharmacopœia.

Many curious species of crustacea are found along the coast and throughout the interior, from the monster crabs of the Liaotung Peninsula, which measure several feet from claw to claw, to microscopic specimens which can hardly be detected by the naked eye.

#### COMMERCE.

*Trade returns for the port of Tientsin for the years 1901, 1900, and 1899.*

Description.	1901.		1900.		1899.	
	Value.	United States currency.	Value.	United States currency.	Value.	United States currency.
	<i>Haikwan taels.<sup>a</sup></i>		<i>Haikwan taels.<sup>b</sup></i>		<i>Haikwan taels.<sup>c</sup></i>	
Foreign imports .....	27,227,438	\$19,957,712	3,768,418	\$2,715,899	14,255,209	\$10,270,875
Native imports .....	12,029,879	8,817,901	11,033,575	7,961,898	25,153,820	18,123,327
Exports .....	10,154,106	7,442,960	8,073,384	5,818,488	15,700,807	11,312,431
Total .....	49,411,423	36,218,573	22,875,377	16,486,285	55,109,836	39,706,686

<sup>a</sup> The Haikwan tael for 1901 was valued at 73.3 cents.

<sup>b</sup> The Haikwan tael for 1900 was valued at 72.7 cents.

<sup>c</sup> The Haikwan tael for 1899 was valued at 72.5 cents.



*Trade returns for the port of Tientsin for the years 1901, 1900, and 1899—Continued.*

Description.	1901.		1900.		1899.	
	Amount.	United States currency.	Amount.	United States currency.	Amount.	United States currency.
	<i>Haikwan taels,</i>		<i>Haikwan taels,</i>		<i>Haikwan taels,</i>	
	<i>m. c. l.</i>		<i>m. c. l.</i>		<i>m. c. l.</i>	
Import duty .....	234,740 4 9 7	\$192,064	123,354 2 2 7	\$92,505	353,725 3 0 2	\$254,860
Export duty .....	313,616 4 8 5	229,881	270,982 0 2 0	195,297	554,283 0 3 7	399,362

JAMES W. RAGSDALE, *Consul.*

TIENTSIN, *November 12, 1902.*

*Imports to and exports from the port of Tientsin for the fiscal year ended June 30, 1902.*

#### IMPORTS.

Articles.	Quantity.	Articles.	Quantity.
Opium:		Metals:	
Malwa.....pounds..	63,866	Iron—	
Patna.....do.....	1,088,000	Railroad.....pounds..	619,333
Cotton goods:		Bar.....do.....	1,708,400
Shirtings—		Old.....do.....	3,569,333
Gray, plain.....pieces..	1,408,600	Lead in pigs.....do.....	48,666
White.....do.....	712,732	Copperslabs, Japanese.....do.....	2,133
Dyed.....do.....	26,260	Steel.....do.....	1,432,000
Figured, brocaded, and spotted		Foreign sundries:	
ted.....pieces.....	22,769	Brass buttons.....gross..	25,740
T-cloths.....do.....	287,736	Brass buttons, fancy.....do.....	43,688
Drills—		Dyes, aniline, value (haikwan	
English.....do.....	7,357	taels) <sup>a</sup> .....	\$250,475
Dutch.....do.....	11,958	Glass, window.....boxes..	18,086
American.....do.....	666,927	Matches.....gross..	3,163,786
Jeans—		Needles.....millions..	1,097,050
English.....do.....	69,088	Kerosene—	
Dutch.....do.....	8,408	American.....gallons..	4,272,700
American.....do.....	70,685	Russian.....do.....	5,958,200
Sheetings—		Sumatran.....do.....	1,005,000
English.....do.....	29,377	Seaweed.....pounds..	8,970,400
American.....do.....	1,918,604	Sugar—	
Plain cotton prints.....do.....	222,322	Brown.....do.....	31,566,266
Twills.....do.....	5,517	White.....do.....	11,676,600
Turkey-red cottons.....do.....	70,896	Refined.....do.....	16,980,666
Cotton lastings.....do.....	142,704	Tea, Japanese.....do.....	563,733
Cotton—		Native sundries:	
Italian.....do.....	132,026	Beans and pease.....do.....	7,125,333
Lawns and muslins.....do.....	30,590	Oil, wood.....do.....	4,521,600
Handkerchiefs.....dozens..	58,539	Paper—	
Towels.....do.....	102,430	First quality.....do.....	3,353,733
Cottonade.....pieces.....	1,764	Second quality.....do.....	9,230,400
Cotton, Spanish stripes.....do.....	8,070	Rice—	
Cotton yarn—		Duty free.....do.....	50,894,000
English.....pounds..	1,796,266	Tribute.....do.....	205,233,386
Indian.....do.....	32,791,466	Sugar—	
Japanese.....do.....	8,343,783	Brown.....do.....	7,651,600
Native cotton goods, sheet-		White.....do.....	4,924,133
ings.....pieces.....	2,900	Candy.....do.....	494,366
Cotton yarns.....pounds..	3,786,933	Tea—	
Woolen goods.....do.....		Black, for Russia.....do.....	2,398,400
Cambets, English.....pieces..	2,791	Brick, for Russia.....do.....	24,891,466
Lastings.....do.....	5,088	Tobacco, prepared.....do.....	1,120,583
Long ells.....do.....	4,380	Wheat.....do.....	17,452,583
Spanish strips.....do.....	6,678		

<sup>a</sup> Average haikwan tael for fiscal year ended June 30, 1902—69.1 cents.

*Imports to and exports from the port of Tientsin for the fiscal year ended June 30, 1902—*  
Continued.

## EXPORTS.

Articles.	Quantity.	Articles.	Quantity.
Almonds ..... pounds.	1,548,400	Skin (fur) clothing ..... pieces..	878,147
Beans and pease ..... do.	70,666	Rugs:	
Bristles ..... do.	1,347,000	Goat ..... do.	738,242
Caps, felt ..... do.	51,751,200	Sheep ..... do.	187,576
Coal:		Skins:	
For steamship use ..... tons.	86,653	Furs (goat)—	
For Government use ..... do.	1,470	Intanned ..... do.	1,744,696
Dates:		Tanned ..... do.	86,952
Black ..... pounds.	5,726,800	Lamb ..... do.	151,439
Red ..... do.	4,455,333	Sheep ..... do.	91,817
Felt ..... do.	9,645,333	Soda ..... pounds..	1,392,400
Ground nuts ..... do.	42,657,466	Straw braid:	
Hair, horse ..... do.	673,466	White ..... do.	1,599,066
Hats, straw ..... pieces.	161,760	Mottled ..... do.	2,914,800
Horn, young deer ..... pairs.	4,590	Colored ..... do.	243,333
Jute ..... pounds.	2,406,800	Walnuts ..... do.	522,666
Medicine ..... value.	\$391,259	Wool:	
Samshu ..... pounds.	2,971,333	Camels' ..... do.	4,039,066
Samshu, medicated ..... do.	2,552,800	Goats' ..... do.	1,008,733
Shoes and boots, silk and cotton,		Sheep's ..... do.	18,382,800
pairs ..... do.	20,436	Woolen and cotton mixtures.. do.	4,421,333

*Revenue collections at port of Tientsin during fiscal year ended June 30, 1902.*

Source.	Amount.	
	Haikwan taels.	United States currency.
<b>FOREIGN.</b>		
Import duty .....	402,064	\$277,840
Export duty .....	370,275	256,960
Coast trade .....	116,552	80,537
Opium .....	10,608	7,330
Tonnage dues .....	24,478	16,914
<b>NATIVE.</b>		
Import duty .....	2,995	2,070
Export duty .....	31,413	21,706
Coast trade .....	18,015	12,448
Opium .....	3,605	2,491
Tonnage dues .....	920	636
Total .....	961,051	677,906
Transit dues .....	325,224	224,730
Opium (Likin) .....	38,176	26,380
Aggregate .....	1,344,452	929,016

*Vessels entering and clearing the port of Tientsin during the fiscal year ended June 30, 1902.*

Vessels.	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
Foreign ocean-going steamers.....	765	744,642	690	683,299
Foreign sailing vessels.....	5	3,205	5	3,203
Chinese-owned steamers.....	111	95,357	112	95,683
Total.....	a 881	843,204	807	782,185

<sup>a</sup>Six only being of American ownership.

## THE BRITISH COMMERCIAL TREATY WITH CHINA.

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions Beyond the Seas, Emperor of India, and His Majesty the Emperor of China, having resolved to enter into negotiations, with a view to carrying out the provision contained in Article XI of the Final Protocol, signed at Peking, on the 7th of September, 1902, under which the Chinese Government agreed to negotiate the amendments deemed useful by the foreign governments to the treaties of commerce and navigation and other subjects concerning commercial relations with the object of facilitating them, have for that purpose named as their plenipotentiaries; that is to say:

His Majesty the King of Great Britain and Ireland, His Majesty's special commissioner, Sir James Lyle Mackay, knight commander of the Most Eminent Order of the Indian Empire, a member of the council of the secretary of state for India, etc., and His Majesty the Emperor of China, the imperial commissioners, Lii Hui Huaui, president of the board of public works, etc., and Shing Hsiau-Huai, junior guardian of the heir apparent, senior vice-president of the board of works, etc., who, having communicated to each other their respective full powers and found them to be in good and due form, have agreed upon and concluded the following articles:

ARTICLE I. Delay having occurred in the past in the issue of drawback certificates, owing to the fact that those documents have to be dealt with by the superintendent of customs at a distance from the customs office, it is now agreed that drawback certificates shall hereafter in all cases be issued by the imperial maritime customs within three weeks of the presentation to the customs of the papers entitling the applicant to receive such drawback certificates.

These certificates shall be valid tender to customs authorities in payment of any duty upon goods imported or exported (transit dues excepted) or shall, in the case of drawbacks on foreign goods reexported abroad within three years from the date of importation, be payable in cash without deduction by the customs bank at the place where the import duty was paid.

But if in connection with any application for a drawback certificate the customs authorities discover an attempt to defraud the revenue, the applicant shall be liable to a fine not exceeding five times the amount of the duty whereof he attempted to defraud the customs, or to a confiscation of the goods.

ARR. II. China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes, and other obligations throughout the Empire by British as well as Chinese subjects.

ARR. III. China agrees that the duties and likin combined levied on goods carried by junks from Hongkong to the treaty ports in the Canton Province, and vice versa, shall together not be less than the duties charged by the imperial maritime customs on similar goods carried by steamer.

ARR. IV. Whereas questions have arisen in the past concerning the right of Chinese subjects to invest money in non-Chinese enterprises and companies, and, whereas it is a matter of common knowledge that large sums of Chinese capital are so invested, China hereby agrees to recognize the legality of all such investments past, present, and future.

It being moreover of the utmost importance that all shareholders in a joint stock company should stand on a footing of perfect equality as far as mutual obligations are concerned, China further agrees that Chinese subjects who have or may become shareholders in any British joint stock company shall be held to have accepted, by the very act of becoming shareholders, the charter of incorporation or memorandum and articles of association of such company and regulations framed thereunder as interpreted by British courts, and that Chinese courts shall enforce compliance therewith by such Chinese shareholders, if a suit to that effect be entered, provided always that their liability shall not be other or greater than that of British shareholders in the same company.

Similarly the British Government agrees that British subjects investing in Chinese companies shall be under the same obligations as the Chinese shareholders in such companies.

The foregoing shall not apply to cases which have already been before the courts and been dismissed.

ARR. V. The Chinese Government undertake to remove within the next two years the artificial obstructions to navigation in the Canton River. The Chinese Government also agree to improve the accommodation for shipping in the harbor of Canton and to take the necessary steps to maintain that improvement, such work to be carried out by the imperial maritime customs and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and customs.

The Chinese Government are aware of the desirability of improving the navigability by steamer of the waterway between Ichung and Chungking, but are also fully aware that such improvement might involve heavy expense and would affect the interests of the population of the provinces of Szechuan, Hunan, and Hupeh. It is therefore mutually agreed that until improvements can be carried out steamship owners shall be allowed, subject to approval by the imperial maritime customs, to erect, at their own expenses, appliances for hauling through the rapids. Such appliances shall be at the disposal of all vessels, both steamers and junks, subject to regulations to be drawn up by the imperial maritime customs. These appliances shall not obstruct the waterway or interfere with the free passage of junks. Signal stations and channel marks where and when necessary shall be erected by the imperial maritime customs. Should any practical scheme be presented for improving the waterway and assisting navigation without injury to the local population or cost to the Chinese Government, it shall be considered by the latter in a friendly spirit.

ART. VI. The Chinese Government agree to make arrangements to give increased facilities at the open ports for bonding and for repacking merchandise in bond, and on official representation being made by the British authorities to grant the privileges of a bonded warehouse to any warehouse which it is established to the satisfaction of the customs authorities affords the necessary security to the revenue.

Such warehouses will be subject to regulations, including a scale of fees according to commodities, distance from custom-house, and hours of working, to be drawn up by the customs authorities who will meet the convenience of merchants so far as is compatible with the protection of the revenue.

ART. VII. Inasmuch as the British Government afford protection to Chinese trade-marks against infringement, imitation, or colorable imitation by British subjects the Chinese Government undertake to afford protection to British trade-marks against infringement, imitation, or colorable imitation by Chinese subjects.

The Chinese Government further undertake that the superintendents of northern and southern trade shall establish offices within their respective jurisdictions under control of the imperial maritime customs where foreign trade-marks may be registered on payment of a reasonable fee.

#### PREAMBLE.

ART. VIII. The Chinese Government recognizing that the system of levying likin and other dues on goods at place of production, in transit, and at destination, impede the free circulation of commodities and injures the interests of trade, hereby undertake to discard completely those means of raising revenue with the limitation mentioned in section 8.

The British Government in return consent to allow a surtax in excess of the tariff rates for the time being in force to be imposed on foreign goods imported by British subjects and a surtax in addition to the export duty on Chinese produce destined for export abroad or coastwise. It is clearly understood that, after likin barriers and other stations for taxing goods in transit have been removed, no attempt shall be made to revive them in any form or under any pretext whatsoever; that in no case shall the surtax on foreign goods exceed the equivalent of one and a half times the import duty leviable in terms of the final protocol signed by China and the powers on the 7th day of September, 1901; that payment of the import duty and surtax shall secure for foreign imports, whether in the hands of the Chinese or non-Chinese subjects, in original packages or otherwise, complete immunity from all other taxation, examination, or delay; that the total amount of taxation leviable on native produce for export abroad shall under no circumstances exceed  $7\frac{1}{2}$  per cent ad valorem.

Keeping these fundamental principles steadily in view, the high contracting parties have agreed upon the following methods of procedure:

SECTION 1. The Chinese Government undertake that all barriers of whatsoever kind, collecting likin or such like dues or duties, shall be permanently abolished on all roads, railways, and waterways, in the 18 provinces of China and the three eastern provinces. This provision does not apply to the native custom-houses at present in existence in the seaboard or waterways, at open ports, on land routes, and on land frontiers of China.

SEC. 2. The British Government agree that foreign goods on importation, in addition to the effective 5 per cent import duty as provided for in the protocol of 1901, shall pay a special surtax equivalent to one and a half times the said duty to compensate for the abolition of likin, of transit dues in lieu of likin, and of all other taxation on foreign goods, and in consideration of the other reforms provided for in this article; but this provision shall not impair the right of China to tax salt, native opium, and native produce as provided for in sections 3, 5, 6, and 8.

The same amount of surtax shall be levied on goods imported into the 18 provinces of China and the three eastern provinces across the land frontiers as on goods entering China by sea.

SEC. 3. All native custom-houses now existing, whether at the open ports on the seaboard, on rivers, inland waterways, land routes, or land frontiers, as enumerated in the Hu Pu and Kung Pu Tse Li (regulations of the boards of revenue and works) and Tu Ching Hui Tsiu (dynastic institutes) may remain; a list of the same with their location shall be furnished to the British Government for purposes of record.

Wherever there are imperial maritime custom-houses, or wherever such may be hereafter placed, native custom-houses may be also established, as well as at any points either on the seaboard or land frontiers.

The location of native custom-houses in the interior may be changed as the circumstances of trade seem to require, but any change must be communicated to the British Government, so that the lists may be corrected; the originally stated number of them shall not, however, be exceeded.

Goods carried by junks or sailing vessels trading to or from open ports shall not pay lower duties than the combined duties and surtax on similar cargo carried by steamers.

Native produce, when transported from one place to another in the interior, shall, on arrival at the first native custom-house after leaving the place of production, pay duty equivalent to the export surtax mentioned in section 7.

When this duty has been paid a certificate shall be given which shall describe the nature of the goods, weight, number of packages, etc., amount of duty paid, and intended destination. This certificate, which shall be valid for a fixed period of not less than one year from date of payment of duty, shall free the goods from all taxation, examination, delay, or stoppage at any other native custom-houses passed en route.

If the goods are taken to a place not in the foreign settlements or concession of an open port, for local use, they become there liable to the consumption tax described in section 8.

If the goods are shipped from an open port, the certificate is to be accepted by the custom-house concerned in lieu of the export surtax mentioned in section 7.

Junks, boats, or carts shall not be subjected to any taxation beyond a small and reasonable charge, paid periodically at a fixed annual rate. This does not exclude the right to levy, as at present, tonnage (Chuan Chao) and port dues (Chuan Liao) on junks.

SEC. 4. Foreign opium duty and present likin—which latter will now become a surtax in lieu of likin—shall remain as provided for by existing treaties.

SEC. 5. The British Government have no intention whatever of interfering with China's right to tax native opium, but it is essential to declare that, in her arrangements for levying such taxation, China will not subject other goods to taxation, delay, or stoppage.

China is free to retain at important points on the borders of each province—either on land or water—offices for collecting duty on native opium, where duties or contributions leviable shall be paid in one lump sum, which payment shall cover taxation of all kinds within that province. Each cake of opium will have a stamp affixed as evidence of duty payment. Excise officers and police may be employed in connection with these offices, but no barriers or other obstructions are to be erected, and the excise officers and police of these offices shall not stop or molest any other kinds of goods or collect taxes thereon.

A list of these offices shall be drawn up and communicated to the British Government for record.

SEC. 6. Likin on salt is hereby abolished, and the amount of said likin and of other taxes and contributions shall be added to the salt duty, which shall be collected at place of production, or at first station after entering the province where it is to be consumed.

The Chinese Government shall be at liberty to establish salt-reporting offices, at which boats conveying salt which is being moved under salt passes or certificates may be required to stop for purposes of examination and to have their certificates viséd; but at such offices no likin or transit taxation shall be levied and no barriers or obstructions of any kind shall be erected.

SEC. 7. The Chinese Government may recast the export tariff, with specific duties as far as practicable, on a scale not exceeding five per cent ad valorem; but existing export duties shall not be raised until at least six months' notice has been given.

In cases where existing export duties are above five per cent they shall be reduced to not more than that rate.

An additional special surtax of one-half the export duty payable for the time being, in lieu of internal taxation and likin, may be levied at time of export on goods exported either to foreign countries or coastwise.

In the case of silk, whether hand or flature reeled, the total export duty shall not exceed a specific rate equivalent to not more than five per cent ad valorem. Half of this specific duty may be levied at the first native custom-house in the interior which the silk may pass, and in such case a certificate shall be given as provided in section 3, and will be accepted by the custom-house concerned at places of export in lieu of half the export duty. Cocoons passing native custom-houses shall be liable to no taxation whatever. Silk not exported, but consumed in China, is liable to the consumption tax mentioned and under conditions mentioned in section 8.

SEC. 8. The abolition of the likin system in China and the abandonment of all other kinds of internal taxation on foreign imports and on exports will diminish the revenue materially. The surtax on foreign imports and exports and on coastwise exports is intended to compensate in a measure for this loss of revenue, but there remains the loss of likin revenue on internal trade to be met, and it is therefore agreed that the Chinese Government are at liberty to impose a consumption tax on articles of Chinese origin not intended for export.

This tax shall only be levied at places of consumption, and not on goods in transit, and the Chinese Government solemnly undertake that the arrangements which they may make for its collection shall in no way interfere with foreign goods or native goods for export. The fact of goods being of foreign origin shall of itself free them from all taxation, delay, or stoppage after having passed the custom-house.

Foreign goods which bear a similarity to native goods shall be furnished by the custom-house, if required by the owner, with a protective certificate for each package, on payment of import duty and surtax, to prevent the risk of any dispute in the interior.

Native goods brought by junks to open ports, if intended for local consumption, irrespective of the nationality of the owner of the goods, shall be reported to the native custom-house only where the consumption tax may be levied.

China is at liberty to fix the amount of this (consumption) tax, which may vary according to the nature of the merchandise concerned—that is to say, according as the articles are necessities of life or luxuries; but it shall be levied at a uniform rate on goods of the same description, no matter whether carried by junks, sailing vessel, or steamer. As mentioned in section 3, the consumption tax is not to be levied within foreign settlements or concessions.

SEC. 9. An excise duty equivalent to double the import duty as laid down in the protocol of 1901 is to be charged on all machine-made yarn and cloth manufactured in China, whether by foreigners at the open ports or by Chinese anywhere in China. A rebate of the import duty and two-thirds of the import surtax is to be given on raw cotton imported from foreign countries, and all duties, including consumption tax, paid in Chinese raw cotton used in mills in China.

Chinese machine-made yarn or cloth, having paid excise, is to be free of export duty, export surtax, coast-trade duty, and consumption tax. This excise is to be collected through the imperial maritime customs.

The same principle and procedure are to be applied to all other products of foreign type turned out by machinery, whether by foreigners at the open ports or by Chinese anywhere in China.

This stipulation is not to apply to the outturn of the Han Yung and Ta Yeh iron-works in Hupeh, and other similar government works at present exempt from taxation, or to that of arsenals, government dockyards, or establishments of that nature for Government purposes which may hereafter be erected.

SEC. 10. A member or members of the imperial maritime customs foreign staff shall be selected by each of the governor-general and governors, and appointed in consultation with the inspector-general of the imperial maritime customs, to each province, for duty in connection with native customs affairs, consumption tax, salt, and native opium taxes. These officers shall exercise an efficient supervision of the working of these departments, and in the event of their reporting any case of abuse, illegal exaction, obstruction to the movement of goods, or other cause of complaint, the governor-general or governor concerned will take immediate steps to put an end to the same.

SEC. 11. Cases where illegal action as described in this article is complained of shall be promptly investigated by an officer of the Chinese Government of sufficiently high rank, in conjunction with a British officer and an officer of the imperial maritime customs, each of sufficient standing; and in the event of its being found by a majority of the investigating officers that the complaint is well founded and loss has been incurred, due compensation is to be at once paid from the surtax funds, through the imperial

maritime customs at the nearest open port. The high provincial officials are to be held responsible that the officer guilty of the illegal action shall be severely punished and removed from his post.

If the complaint turns out to be without foundation, complainant shall be held responsible for the expenses of the investigation.

His Britannic Majesty's minister will have the right to demand investigation when, from the evidence before him, he is satisfied that illegal exactions or obstructions have occurred.

SEC. 12. The Chinese Government agree to open to foreign trade, on the same footing as the places opened to foreign trade by the treaties of Nanking and Tientsin, the following places, namely: Changshu, in Hunan; Wanhhsim, in Szechuen; Nganking, in Anhui; Waichow, in Kuangtung; Kongmoon (Chiang-men), in Kuangtung.

Foreigners residing in these open ports are to observe the municipal and police regulations on the same footing as Chinese residents, and they are not to be entitled to establish municipalities and police of their own within the limits of these treaty ports except with the consent of the Chinese authorities.

If this article does not come into operation, the rights to demand under it the opening of these ports, with the exception of Kongmoon, which is provided for in art. 10, shall lapse.

SEC. 13. Subject to the provisions of section 14, the arrangements provided for in this article are to come into force on 1st January, 1904.

By that date all likin barriers shall be removed and officials employed in the collection of taxes and dues prohibited by this article shall be removed from their posts.

SEC. 14. The condition on which the Chinese Government enter into the present engagement is that all powers entitled to most-favoured-nation treatment in China enter into the same engagements as Great Britain with regard to the payment of surtaxes and other obligations imposed by this article on His Britannic Majesty's Government and subjects.

The conditions on which His Britannic Majesty's Government enter into the present engagement are:

(1) That all powers who are now or who may hereafter become entitled to most-favoured-nation treatment in China enter into the same engagements;

(2) And that their assent is neither directly nor indirectly made dependent on the granting by China of any political concession or of any exclusive commercial concession.

SEC. 15. Should the powers entitled to most-favoured-nation treatment by China have failed to agree to enter into the engagements undertaken by Great Britain, under this article, by the 1st Jan., 1904, then the provisions of the article shall only come into force when all the powers have signified their acceptance of these engagements.

SEC. 16. When the abolition of likin and other forms of internal taxation on goods, as provided in this article, has been decided upon and sanctioned, an imperial edict shall be published in due form on yellow paper and circulated, setting forth the abolition of all likin taxation, likin barriers, and all description of internal taxation on goods, except as provided for in this article.

The edict shall state that the provincial high officials are responsible that any official disregarding the letter or spirit of its injunction shall be severely punished and removed from his post.

ART. IX. The Chinese Government, recognizing that it is advantageous for the country to develop its mineral resources, and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprises, agree, within one year from the signing of this treaty, to initiate and conclude the revision of the existing mining regulations. China will, with all expedition and earnestness, go into the whole question of mining rules, and, selecting from the rules of Great Britain, India, and other countries regulations which seem applicable to the conditions of China, she will recast her present mining rules in such a way as, while promoting the interests of Chinese subjects and not injuring, in any way, the sovereign rights of China, shall offer no impediment to the attraction of foreign capital or place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations.

Any mining concession granted after the publication of these new rules shall be subject to these provisions.

ART. X. Whereas in the year 1898 the inland waters of China were opened to all such steam vessels, native or foreign, as might be especially registered for that trade at the treaty ports, and whereas the regulations dated 28th July, 1898, and supplementary rules dated September, 1898, have been found in some respects inconvenient in working, it is now mutually agreed to amend them and to annex such new rules to this treaty. These rules shall remain in force until altered by mutual consent.

It is further agreed that Kongmoon shall be opened as a treaty port, and that in addition to the places named in the special article of the Burmah convention of 4th February, 1897, British steamers shall be allowed to land or ship cargo and passengers under the same regulations as apply to the "Ports of Call" on the Yangtse River, at the following "Ports of Call:" Pak Tan Han (Pai-tu kon), Lo Ting Han (Lo-ting kon), and Do Sing (Tou-cheng); and to land or discharge passengers at the following ten passenger landing stages on the West River: Yung Ki (Jung-chi), Mah Ning (Ma-ning), Kan Kong (Chin-chiang), Kulow (Ku-lao), Wing On (Yung-an), How Lik and Fung Cheng (Feng Chuan).

ART. XI. His Britannic Majesty's Government agree to the prohibition of the general importation of morphia into China, on condition, however, that the Chinese Government will allow of its importation on payment of the tariff import duty and under special permit, by duly qualified British medical practitioners and for the use of hospitals or by British chemists and druggists who shall only be permitted to sell it in small quantities and on receipt of a requisition signed by a duly qualified foreign medical practitioner.

The special permits above referred to will be granted to an intending importer on his signing a bond before a British consul, guaranteeing the fulfillment of these conditions. Should an importer be found guilty before a British consul of a breach of his bond, he will not be entitled to take out another permit. Any British subject importing morphia without a permit shall be liable to have such morphia confiscated.

This article will come into operation on all other treaty powers agreeing to its conditions, but any morphia actually shipped before that date will not be affected by this prohibition.

The Chinese Government on their side undertake to adopt measures at once to prevent the manufacture of morphia in China.

ART. XII. China having expressed a strong desire to reform her judicial system and to bring it into accord with that of western nations, Great Britain agrees to give every assistance to such reform, and she will also be prepared to relinquish her extra-territorial rights when she is satisfied that the state of the Chinese laws, the arrangement for their administration, and other considerations warrant her in so doing.

ART. XIII. The missionary question in China being, in the opinion of the Chinese Government, one requiring careful consideration, so that, if possible, troubles such as have occurred in the past may be averted in the future, Great Britain agrees to join in a commission to investigate this question, and, if possible, to devise means for securing peace between converts and nonconverts, should such a commission be formed by China and the treaty powers interested.

ART. XIV. Whereas, under Rule 5 appended to the treaty of Tientsin of 1858, British merchants are permitted to export rice and all other grain from one port of China to another under the same conditions in respect of security as copper "cash," it is now agreed that in cases of expected scarcity or famine from whatsoever cause in any district the Chinese Government shall, on giving 21 days' notice, be at liberty to prohibit the shipment of rice and other grain from that district.

Should any vessel specially chartered to load rice or grain previously contracted for have arrived at her loading port prior to or on the day when a notice of prohibition to export comes into force, she shall be allowed an extra week in which to ship her cargo.

If during the existence of this prohibition any shipment of rice or grain is allowed by the authorities, the prohibition shall, ipso facto, be considered cancelled, and shall not be reimposed until six weeks' notice has been given.

When a prohibition is notified it shall be stated whether the Government have any tribute or army rice which they intend to ship during the time of prohibition, and if so, the quantity shall be named. Such rice shall not be included in the prohibition, and the customs shall keep a record of any tribute or army rice so shipped or landed.

The Chinese Government undertake that no rice other than tribute or army rice belonging to the Government shall be shipped during the period of prohibition.

Notifications of prohibitions and of the quantities of army or tribute rice for shipment shall be made by the governors of the provinces concerned.

Similarly notifications of removals of prohibitions shall be made by the same authorities.

The export of rice and other grain to foreign countries remains prohibited.

ART. XV. It is agreed that either of the high contracting parties to this treaty may demand a revision of the tariff at the end of ten years; but if no demand be made on either side within six months after the end of the first ten years, then the tariff shall remain in force for ten years more, reckoned from the end of the preceding ten years; and so it shall be at the end of each successive ten years.



Any tariff concession which China may hereafter accord to articles of the produce or manufacture of any other State shall immediately be extended to similar articles of the produce or manufacture of His Britannic Majesty's Dominions by whomsoever imported.

Treaties already existing between the United Kingdom and China shall continue in force in so far as they are not abrogated or modified by stipulations of the present treaty.

ART. XVI. The English and Chinese texts of the present treaty have been carefully compared, but in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct sense.

The ratification of this treaty under the hand of His Majesty the King of Great Britain and Ireland and of His Majesty the Emperor of China, respectively, shall be exchanged at Peking within a year from this day of signature.

In token whereof, the respective plenipotentiaries have signed and sealed this treaty, two copies in English and two in Chinese.

Done in Shanghai this fifth day of September in the year of Our Lord 1902, corresponding with the Chinese date the fourth day of the 8th moon of the 28th year of Kwang Hau.

JAB. L. MACKAY. [L. S.]

[Signature of His Excellency Shen Hsuan-huai.]

[Signature of His Excellency Lü Hai-huan.]

## HONGKONG.

Owing to the total lack of statistics, it is impossible to state with any degree of accuracy the volume of trade that annually passes through Hongkong. It is probable, however, that the amount of business done with the United States would not show any marked change from that of last year. The only light upon the trade of Hongkong comes from the harbor master's annual report. In it, the import cargoes for 1901 are stated to be 3,480,987 tons, the export cargoes 2,084,053 tons, and the transit cargoes 2,134,585 tons. The preeminence of Hongkong as a shipping and trading center is shown by the fact that the total tonnage entering into and clearing from the port during the past year amounted to 19,325,384 tons. Compared with 1900, this is an increase of 880,248 tons.

The articles of American origin that sell best in this market are kerosene, flour, ginseng, lumber, canned goods, and sewing machines. In kerosene and flour, the largest business is done; and this is due to the fact that the demand is good and sales are actively pushed. Competition in manufactured articles is keen, and American exporters suffer because they are not so well represented here as are the English and the German houses. During the year, two new American institutions have been established in Hongkong—a branch of the Guaranty Trust Company of New York (doing a general banking business) and an agency of the Singer Sewing Machine Company. Both establishments have been here too short a time to determine what are the chances for business in this field. The managers think well of the prospects, however, and mean to test them thoroughly.

In a general way, it may be said that Hongkong and, in fact, the whole of southern China, is neglected by our exporters and manufacturers. Instead of sending well-equipped agents into this territory, they fall back on circulars and letters. Every mail brings to this consulate-general inquiries concerning commodities of all kinds, and asking that the writers be placed in communication with capable agents. It is impossible to find these capable agents in China for all firms that wish to sell goods. In the first place, agents have to be

selected from among the English and German residents in the colony, who are, as a rule, not inclined to exert themselves to introduce American goods. Then, too, American exporters doing business in this way do not understand the market to which they are catering. They take their information at secondhand, and are much behind their rivals, who send representatives from Germany and England. It is nearly impossible for our exporters to grasp the conditions of trade here without having more direct information. There are articles of European manufacture sold in China to-day that Americans could get at least a share of, if they made the effort.

## COTTON.

For instance, American cotton goods have practically no sale in this part of China. Unsuccessful attempts have been made to introduce bleached and gray sheetings, shirtings, drills, blankets, canton prints, all of which sell readily in the Shanghai market. They are unsalable in southern China because of the high price and the heaviness of the material. American manufacturers must change their looms and conform to the requirements of the southern Chinese market, if they wish to compete with the English and Germans.

Our manufacturers should obtain a complete set of samples, with full description as to sizes, weight, and prices, and adapt their goods to the wants of the consumers, which they have heretofore failed to do. A New Orleans cotton manufacturer has recently taken up the making of cheap cotton socks for the Chinese in southern China, and will soon send an experimental shipment to this port. He has obtained samples and will make a bid for this trade. There is strong competition and prices are low, but our manufacturers ought to get their share of the business.

## FLOUR.

The flour trade is satisfactory, the total imports of flour from the United States to Hongkong during the last twelve months being estimated at 5,681,563 quarter sacks. The cheaper grades of flour are meeting with a constantly increasing sale, the Chinese being more and more inclined to substitute flour for rice as an article of food. There is no doubt that the flour trade will have a still larger development in the future. Inasmuch as most of the flour mills on the Pacific coast are ably represented in Hongkong, nothing is left undone to bring about a rapid increase in this business.

## KEROSENE.

The Standard Oil Company reports a good demand for American oil in this market during the past year, and considers the outlook for the future good. The Chinese prefer American oil to other brands, on account of its quality, and because it is more easily handled and is better adapted, by reason of its case, for shipment. The sales in 1900 and 1901 were:

	1900.	1901.
Kerosene.....gallons..	21,718,210	21,654,860
Lubricating oils.....do....	82,480	143,130
Paraffin wax.....pounds..	408,178	592,096

## LUMBER.

There have been several large shipments of Oregon pine to Hongkong during the last twelve months. The lumber is used here principally for the construction of docks and vessels.

## INTRODUCING AMERICAN GOODS.

In order to introduce American goods in competition with those already selling in China, our merchants must bear in mind that the Chinese will show at first a distinct preference for the articles to which they have become accustomed. It requires persistence, good agents, and, for a time, lower prices, to wean the Chinese from what may be an inferior article. In order to acquire a foothold, trade may have to be built up, in many instances, at a loss. For example, there is a possibility of selling large quantities of laundry soap in China, which is now principally supplied from Germany. To get this trade, our manufacturers would be likely to lose money during the first two or three years, but in the end, they ought to succeed.

It is not to be expected that large sales will ever be effected without an energetic campaign against the articles that are well established in this market. Neither can it be expected that American manufactured articles will sell well unless the prices are such as will meet competition. There are a few American refrigerators on sale in a large English store here, but the prices are about double what one can buy the same article for in the United States. These refrigerators are not selling, and it does not seem reasonable that they should, when one can buy refrigerators of Chinese manufacture at much lower prices.

## COMBINATION IRON SAFES.

Combination iron safes might be sold to advantage throughout China. The safes used in Hongkong and in other centers of trade are simply iron boxes which offer little security against thieves or fires. Modern American iron safes are extremely uncommon. A small shipment of six American iron safes sold almost immediately among the Chinese of Hongkong this summer, which seems to indicate that there would be a ready market for more here. The wealthy Chinese in the interior, too, ought to be customers. There is so much robbery in China that it is a wonder that American safes have not long since been generally introduced. Surprisingly few of the European firms, too, are supplied with modern safes, so that there should also be an opportunity to sell to them.

## CANNED GOODS.

The market for canned fruit, vegetables, and salmon is not as thoroughly exploited as it might be. The sale of these articles, however, is bound to be limited until the Chinese take them up as an article of diet, and this is hardly likely on account of the poverty of the great majority of natives and their frugality. In Hongkong, sales of such goods are made principally to ships that replenish their stock while in port and to the few thousands of European residents. On account of the prevalence of cholera throughout China during the present year, the demand for canned goods is larger than ever before and is likely to continue so.

## TOOLS AND HARDWARE.

A small sample room has been established in Hongkong this summer by an American firm, in which tools, hardware, and many other articles are on exhibition and where orders are taken. This is an extremely practical way of extending trade. The American in charge is active and industrious. He has already secured many Chinese customers and is likely to introduce many American goods never before sold in this market. The exhibiting of samples of American commodities by competent agents from the United States is one of the great needs for the enlargement of trade. There should be such sample rooms in all the trade centers of China. It would perhaps be a good plan to fit out a small steamer to visit the Chinese treaty ports from time to time, such steamer to carry a complete outfit of American goods. A floating exhibit of this kind in charge of capable salesmen might prove an efficient means of opening the eyes of the Chinese to the variety of American goods and to their superiority over much that they now buy.

## RUBBER SHOES.

About 300 cases of rubber shoes made in the United States were sold by a Hongkong agent during the last few months, in competition with rubber shoes of English and German make. These shoes are for Chinese wear, and there is a possibility for larger sales. The agent's customers have informed him that English rubber shoes outwear those coming from the United States by about a month. Our manufacturers should improve the quality of their shoes if they desire to make progress in China.

## COMMODITIES THAT MIGHT SELL.

Among the articles which might find a larger market in China are the following: Metals of all sorts, pig lead, pig iron, steel sheets, bars, zinc sheets, hoop iron, round, square, and flat bar iron, nail iron rod, galvanized iron wire, old metal of all kinds, wire and cut nails, canvas, pitch, paper, hardware, tools, soap, cutlery, sewing machines, steel and iron shovels, beer, alpaca braids, cotton waste, flannels, cotton handkerchiefs, hosiery, sateens, thread of all kinds, candles, enameled goods, india-rubber goods, musical instruments, toys, needles, perfumery, watches, ship chandlers' stores of all kinds, small fancy articles, etc. To meet British and German competition, Americans will have to contend in the matter of prices, especially when new marks and makes have to be introduced. Unless they are prepared to meet such competition boldly, by selling at cost price or facing a small loss in the beginning, it will be difficult to gain a proper footing in this market.

W. A. RUBLEE, *Consul-General*.

HONGKONG, *August 5, 1902.*

## COCHIN CHINA.

The French general custom tariff is in force in this colony, and almost all the imported goods are of French extraction, foreign ones being, in general, unable to compete, owing to the high entrance duties.

The United States has only two important lines of trade with Cochin China—kerosene oil and flour—which are received from the Hongkong and Singapore markets.

G. SCHNÉEGANS,  
*Commercial Agent.*

SAIGON, *September 2, 1902.*

## DUTCH INDIA.

I regret to report that 1901 has not been as prosperous as was anticipated at the close of the previous year, although in the last six months business generally has improved.

Coffee was low in price, and many sugar estimates produced such small crops that the planters were unable to deliver amounts contracted for with the different sugar exporters.

The health of the colony for the past year has also been very bad, and during the months of June to September cholera raged throughout the Netherlands, India.

In spite of the unprosperous beginning, however, the imports for the year considerably exceeded those for 1900, as shown by the following statement, but the exports fell very much below those for 1900.

The total imports for the past two years were: 1900, \$78,761,256; 1901, \$91,691,620; increase, about \$13,000,000.

The total exports for the two years were: 1900, \$104,131,510; 1901, \$102,096,686; decrease, \$2,034,824.

The balance of exports for 1901 was only \$10,405,066 in favor of the imports, while in 1900 the exports were \$25,370,254 in excess of the imports.

## IMPORTS.

I am again able to report a gain in the importation of American goods into the Netherlands India, and, by calling personally on many of the import firms, which have courteously furnished me with figures of their American importation, I have been able to increase the figures given in the government statistics.

As shown by attached statement, the importation of American goods for the year 1901 amounted to \$1,583,009, and for the year 1900, \$1,156,904; thus showing a satisfactory increase of \$426,105, as against an increase in 1900 over 1899 of only \$26,044.

American firms at home appear to realize at last that they must send representatives abroad, if they expect to compete successfully with foreign firms, and I am glad to report that during 1901 many commercial travelers from the United States visited this place, and I believe have been the means of increasing our trade with this part of the East.

## PETROLEUM.

The bulk of this article is imported from the United States, and the entire American business is in the hands of the Standard Oil Company of New York. During 1901, the importation of our oil increased largely, while that of the Russian oil fell off.

The consumption of local oil also appears to have been somewhat below that for the previous year, as shown in the following:

Year.	American.		Russian.		Local.	
	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>
1900 .....	46,138,651	12,188,678	29,448,483	7,779,568	4,638,211	1,225,299
1901 .....	60,089,671	15,860,980	24,007,918	6,342,292	4,527,790	1,196,129

I have reason to believe, however, that the figures in relation to the local oil are not to be relied on, and that there should be an increase for the year instead of a decrease, as the supply from the different wells in Java is not included.

At the close of the year, petroleum was selling at the following prices:

American .....	per case..	\$1.41
Russian .....	do.....	1.25
Local .....	do.....	1.17

This was very much below the selling price at the close of 1900, viz:

American .....	per case..	\$1.68
Russian .....	do.....	1.60
Local .....	do.....	1.55

Competition in the petroleum trade has been very strong for the last year, and prices have consequently been cut down to a very fine point.

The Shell Trading Transportation Company has managed to secure a strong foothold in the Netherlands India, has increased its fleet of tank steamers, and has erected a number of new oil tanks in different parts of the colony.

Its agents here have also started a novel way of selling their oil (local oil) from small tank trucks, which are taken to all parts of the city. This method is in vogue in all the principal cities throughout Java, and appears to have been successful among the Chinese and native population.

Russian oil does not seem to be in favor just now, and the struggle is between the Standard Oil Company and the local companies, the latter consisting of the Royal Langkat Petroleum Company and Moeara Enim Petroleum Company of Sumatra and the Drodtsch Petroleum Company of Java.

It is reported that, in 1903, the different petroleum companies in the Netherlands India will probably form a combination in order to keep up the prices of oil, but it is not likely that the local Dutch companies will join such a trust, as they can well afford to sell at low prices and still pay a fair dividend to the shareholders. Labor is cheap, and the cost of transporting the oil from Sumatra by tank steamers is very low. In 1901, the Royal Langkat Petroleum Company paid a dividend of 24 per cent to the shareholders, which, considering the low prices

for oil throughout the year, was very satisfactory. The output the year round has been exceptionally good, and many new wells have been sunk, which have also given good supplies.

#### BEER.

Anheuser-Busch beer (the only American beer on the market at the close of the year), from St. Louis, is making headway in spite of its high price, compared with German beer, and remains the favorite beverage. It is now imported in pint bottles as well as quart, and the agents here find it sells better than formerly.

The business in this American beer has increased considerably during the last year, as shown in attached statement of importation of American goods. During 1901, there were some 400 cases imported, valued at \$3,200, as against some 250 cases, valued at \$2,010, during 1900.

If this beer could be retailed at the same price as the German and Dutch beer—\$7.20 per case of four dozen quart bottles, instead of \$9.20—there is no doubt that it would be largely sold. It appears that our American brewers expect higher profits than do European sellers, for I have been told by the firm importing American beer that the managers make a very small profit on the article, and that it actually costs them more landed here than the price at which the German beer is retailed.

#### FLOUR.

Owing to a very bad wheat crop in Australia, the importation of American flour has been more than double that of the year 1900, and shows \$5,936 worth, as against \$2,150 for the previous year. Business in this article is still very unsatisfactory, as will be seen by the following figures:

The total importation of flour into the Netherlands India for 1901 amounted to 18,720 tons, valued at \$1,198,080, of which 11,279 tons, valued at \$721,860, was imported from Australia, and only 93 tons, valued at \$5,936, from the United States.

While the import value of flour for the year was quoted at 0.064 cent per kilo (2.2046 pounds), the retail price at the close of the year was, for all grades, 0.18 cents per kilo.

The cost of bringing this article here from the United States (San Francisco or Seattle) is the only drawback to competition with the Australian flour. Freight on American flour from the west coast of the United States to this port is \$9.50 per ton, with a six weeks' trip, while from Australia the freight is only \$6.50 per ton, and the flour is on the market within three weeks.

#### BICYCLES.

The Government statistics for 1901 separate bicycles from carriages, and the value of this import from the United States for the year 1901 is given at \$2,875.

By personal inquiry, I find there has been a falling off in the importation of American bicycles, not because the American machine is not considered the better article, but on account of the high price as compared with that paid for the German and Dutch machines.

The American bicycle here is sold at \$100 to \$125, while machines of other make are sold at \$40 to \$60. It is understood that these

cheap machines do not wear well, and an American article at \$100 is cheaper in the end than the inferior article sold at \$60, but the majority of the people here are not in a position to buy a first-class and dear article, and I believe it would be well for some American bicycle dealer to put a fair article at a low price on this market. The total importation of bicycles for 1901 amounted to \$60,611.

## CARRIAGES.

The importation of carriages from the United States for the year 1901 increased somewhat, as will be seen from the annexed statement of American articles imported.

The only carriage manufacturer here (Ruytugg Maatschappij Fuchs), who still imports American vehicles, informs me that the American carriage is in great favor with the Chinese, who are much pleased with the light make and fine finish, but that the Dutch people prefer the heavier carriage.

I suggested that American carriages with heavier wheels be imported, as no doubt they would sell well and outwear the local make, but the manager of the company mentioned appears to think that carriages manufactured here from American material will sell better, as our style does not appear to please the majority of the Dutch people. The local article is sold at about \$400, while an imported carriage of the same style can not be had for less than \$600.

## MACHINERY.

There has been a slight increase in the value of American machinery imported into the Netherlands India during 1901, but I feel confident that the figures I give, which are official, are considerably below the actual importation.

Large shipments of American machinery have passed through this place during the past year, consigned to Sumatra, Borneo, and Celebes, for different mines and oil wells; but a quantity of this machinery comes from Holland, and is consequently attributed in the Government statistics to that country, when it is of American origin.

Much of the machinery imported by the Lidgerwood Manufacturing Company comes from England, but is really American machinery. The manager of this company reports a very dull year for business in American machinery, and that the outlook is anything but bright. The bad business for 1901 was caused by the failure in the sugar crop and the closing of a number of the large estates in east Java.

Rice machinery is still in great demand, and many new shipments of American rice machines have arrived during the year.

The Engleberg coffee and rice huller is still used widely in the Netherlands India, and the Oil Well Supply Company, of Pittsburg, and the Pelton Water Wheel Company, of San Francisco, do a very good business here, and have their agents in different places in Java.

## EXPORTS.

## BAMBOO HATS.

For the past few years, there has been quite a business in bamboo straw hats with the United States. Some of these hats are of a fine quality and appear as good as those known as Panama. There are, of



course, many qualities, ranging in price from 10 cents to \$1. Those sold at 80 cents and \$1 are really beautiful articles, fine and silky.

There is only one large manufacturer of these bamboo hats, a Frenchman, who lives at a place called Tangerang, some 16 miles from Batavia. He can turn out hats in any shape or form to suit the public.

The hat commonly made is of double straw and of the usual Panama shape. This is the article exported to the United States. The business in this line fell off somewhat during 1901, when the exportation amounted to \$5,109, as against \$8,398 for 1900.

Firms interested in these goods should ask for sample shipments. I feel confident these hats can be sold in the United States at a very good profit.

#### COFFEE.

There has been but little change in the coffee business for 1901. It remains extremely dull and appears to be gradually losing ground.

Prices at Batavia are very low, and planters are considering the advisability of shipping direct to Europe. It might be more profitable to sell at Amsterdam at the market price of the day than at Batavia. Many planters are thinking seriously of giving up the cultivation of coffee for that of tea and cinchona, which has turned out a profitable business in the last few years.

Prices of coffee during 1901 were even lower than for the previous year and averaged (Government quotations) 24 cents per kilo, as against 25 cents per kilo for 1900.

The total exportation of coffee for the year 1900 was 31,544 tons, valued at \$7,886,094, of which there was exported to the United States 3,814 tons, valued at \$1,880,428.

The total exportation for the year 1901 was 22,920 tons, valued at \$5,500,714, of which there was exported to the United States 6,987 tons, valued at \$1,676,896. It will be seen that while the quantity of coffee exported to the United States was greater than for 1900, the value was considerably less.

#### QUININE.

The manufacture of this article has increased greatly during the year, to meet the enlarging demand, and as shown by the attached statement of exports to the United States, business with America has also increased, showing an exportation of \$206,809, against \$189,196 for 1900, or a gain of \$17,613.

During 1901, there was exported from the Netherlands India a total of 32,649 kilos (71,978 pounds), valued at \$261,200, of which some 25,851 kilos (56,991 pounds), valued at \$206,809, were exported to the United States. The price has averaged about \$8 per kilo (2.2046 pounds).

The cultivation of cinchona is also rapidly increasing in Java, and the total exportation of this article for 1901 amounted to some 6,062 tons, as against 5,004 tons for 1900. None has been exported to the United States during the past year. The average price quoted for cinchona bark for the year 1901 was 32 cents per kilo.

Annexed to this report will be found a tabular statement of results of the quinine auction sales at Batavia during 1901.

## SUGAR.

Contrary to anticipation, and after a successful season for 1900, business in this article was dull throughout the past twelve months. Many estates have been unable to meet their contracts with exporters, and prices have fallen far below those for any previous year. The planters have been unable to sell their produce at a profit, and it is feared that many of the sugar estates in east Java will be compelled to close. Sugar has, in former years, been the mainstay of Java, and the failure of this industry has caused much distress among the working class.

The average price for sugar for the year 1901 was \$2.66 per picul of 136 pounds, which, as already stated, is the lowest ever realized for Java sugar, and there appears very little prospect for improvement.

The total exportation of sugar from Java was, in 1900, 786,598 tons, of which there was exported to the United States 298,727 tons (the latter figures include Port Said for orders), while in 1901, the total exportation of sugar from Java was 723,667 tons, of which there was exported to the United States 231,564 tons (including Port Said for orders).

Thus, in 1901, there was a decrease in the total exportation of 12,931 tons and in the exportation to the United States of 67,163 tons.

According to the records of this consulate and its agencies, the total value of sugar exported to the United States (including Port Said) in 1900 was \$22,113,412, as against a total value in 1901 of \$16,708,591, showing a decrease for the last year of \$5,404,821.

Appended to this report will be found a comparative statement of the production of sugar in Java for the years 1898, 1899, and 1900.

## TEA.

The cultivation of this article is rapidly increasing in Java, and has been found a profitable business during the past year.

The total exportation of tea from Java was, in 1900, 7,631 tons, and in 1901 it amounted to 7,847 tons, showing an increase for the year of 216 tons. The average market price for Java tea was, in 1901, 24 cents per kilo. During that year some \$867 worth of Java tea was exported to the United States, as against only \$174 worth in 1900.

The price of tea in the European markets has been rather low, owing to the large supply of the inferior article put on the market.

In spite of the prices ruling during 1901, the cultivation of tea in Java is increasing annually, and at the close of the year planters were much encouraged by an improvement in rates.

The two large European markets for Java tea are London and Amsterdam, and there is great rivalry between them. The Java dealers, however, favor the Amsterdam market, where they think better prices are realized.

## TOBACCO.

The cultivation of tobacco in Sumatra is increasing yearly, and the Deli leaf is still considered the best for cigar wrappers. Although numerous attempts have been made by American importers to import this article direct from Sumatra, I understand that they have so far been unsuccessful, and that no direct shipments have been made from

Java or Sumatra to the United States. Amsterdam is still the principal market for Sumatra tobacco, and all business in this article must be done there.

Cultivation of tobacco still goes on in Java, but, as formerly reported, most of this product is used locally, and is not considered of fine quality. At Samarang, there is a cigar factory, where most of the Java tobacco is consumed. The cigars turned out by this factory are now of a much better quality than formerly, and workmen engaged from the Philippines have assisted materially in improving them. These cigars are sold as Holland cigars and are a very good imitation. This factory also continues to turn out a very cheap cigar, which is in great demand among the Chinese and natives.

During the year 1901, there was exported from the Netherlands India 43,698 tons of tobacco, as against 54,012 tons for 1900, showing a decrease of 10,313 tons, caused partly by the rise in the local consumption. To Holland alone, 31,027 tons were sent in 1901. During the year, the price of this article varied from 20 to 25 cents per kilo.

#### GUM DAMMAR.

Business in this article for the past year has been somewhat below that for 1900, although the exportation to the United States increased while that to Europe decreased.

During 1901, the total exportation of dammar from the Netherlands India amounted to 5,162 tons, of which there was exported to the United States 416 tons, valued at \$142,401.

During 1900, the total exportation of dammar from the Netherlands India amounted to 5,291 tons, of which there was exported to the United States 312 tons, valued at \$105,072.

Thus, the total amount exported for 1901 was 29 tons below that for 1900, while the amount sent to the United States was 104 tons in excess, and was increased in value by \$37,329. The price of this article for the past year was at \$12.80 per picul of 136 pounds.

#### SPICES.

The greater part of the business in this article between the Netherlands India and the United States is carried on at Padang and Macassar, the latter being the principal shipping port for goods from the Moluccas. As shown by the appended statement, there has been a good business with the United States in cassia, cinnamon, and nutmegs.

Trade in cassia increased from \$46,141 in 1900 to \$90,980 in 1901; in cinnamon, from \$25,167 in 1900 to \$40,043 in 1901; in mace, from \$5,243 in 1900 to \$12,420 in 1901; and in nutmegs, from \$12,147 in 1900 to \$29,125 in 1901.

Business in spices in the Netherlands India (especially in the Celebes and Moluccas) has made rapid progress during the last few years. It has been said: "Nature has given Banda (one of the Moluccas group) a monopoly of the spice trade, and nowhere else does the nutmeg thrive so well." In spite of this, the article does not bring any higher price in Europe than does the inferior nutmeg, which soon becomes musty and worm-eaten. Spice growers throughout the Netherlands India are now anxiously watching the Batavia market, where they hope to have fairer dealings than in Europe.

I should think that it would be a profitable venture for American spice importers to send their buyers here and purchase direct from the Batavia market instead of through commission houses, thus obtaining a good article at satisfactory prices.

## HIDES AND SKINS.

Business in these articles appears to have fallen off considerably during the past year; there has been only \$231,907 worth exported to the United States, while 1900 showed \$240,829 worth. This is a decrease of \$8,922.

An American firm established an agency at Samarang, during 1901, for the sole purpose of buying and exporting hides and skins to the United States. This agency represents the New York firm of Abe Stein Company.

During the past year, hides were quoted at 24 cents per kilo (2.2046 pounds) and goatskins at 30 cents per kilo.

## PEPPER.

There was, last year, a large demand in the United States for this article, and business increased accordingly.

During 1901, there was exported to the United States some \$146,845 worth, and in 1900 only \$21,874 worth, thus showing an increase of \$124,971 for last year.

White pepper was quoted at 20 cents per kilo and black pepper at 16 cents per kilo. Most of the pepper exported to the United States is of the last-named quality.

## UNITED STATES TRADE.

Although, as already stated, the past year has not been particularly prosperous for the Netherlands India, it is encouraging to American exporters to see that the importation of our goods into the colony increased considerably in 1901. By referring to the appended statement of American goods imported, it will be seen that the valuation for 1901 was \$1,583,009, while for 1900 it was only \$1,156,904, showing an increase for 1901 of \$426,105.

On the other hand, the exports from the Netherlands India to the United States have fallen off very much, being \$19,507,942, as against \$24,804,233 for 1900; a decrease of \$5,296,291, principally in sugar.

American commercial travelers (a number of whom have visited the Netherlands India during the past year) agree with me that the great drawbacks to placing American goods on this market are the extremely high rates of freight from the United States and the transshipments which cause so much damage to goods.

I must again draw the attention of our exporters to the bad packing of many American goods received here. Machinery often comes in a damaged condition. The breakage is sometimes traced to the Pacific steamers, but these are fully protected from responsibility by a clause in their bills of lading which frees them from any liability for damage or breakage, caused by castings being badly packed in crates. The fault is of course with the shippers. Machinery comes from the United States packed in this way, although the exporter must be aware that

no claim for damage can be made should there be any breakage to the goods. It should also be remembered that shipments from the United States are at least six weeks on shipboard before reaching their destination.

I am glad to report, however, that there is some improvement in the packing of our goods. It appears that the numerous reports from this consulate on this subject have at last had some effect.

#### MINING.

Although the mining industry seems to have held its own for the past year, I am of the opinion that another year will show great changes. The failure in the industry will no doubt ruin many people who still believe it is a paying business, and have invested their all.

Many of our mining engineers, passing through this place on their way to the United States after an unsuccessful attempt to find gold, have given anything but a favorable report as to the future of the enterprise. It is also observed that many who formerly condemned the late Consul Everett's report of the 19th of July, 1899,<sup>a</sup> are now beginning to believe there was considerable truth in his statements.

During the past year, however, two of the mines in Sumatra have shown favorable results, and their shares at the close of 1901 were selling at 300 per cent. The general complaint is bad management; but on looking back for the past two years, the trouble does not appear to lie so much in the management as in the inability to find the rich deposits which are reported to exist.

The one mine from which great results were expected in 1901 (Tambang Sebonak, under the management of an American engineer), referred to in my last year's report, was working satisfactorily in December last, and good accounts were received from the working manager. Owing to lack of labor and delays in receiving machinery from the United States, this mine was not in full working order until August, 1902.

Although shares in this mine were quoted at 300 per cent at the close of the year, there were many transactions where shares changed hands at 320 and 325 per cent.

The directors of the different mining companies are gradually getting rid of their highly paid and competent American engineers, and are replacing them by men who have had little experience in mining, but who accept the positions for half what has been paid to the Americans.

The coal mines of Ombilien, Sumatra, are still worked by the Government with successful results, and the output is increasing yearly. During 1901, some 220,000 tons of coal was delivered, as against 210,000 in 1900. Very little coal is exported, although a large quantity has been used in supplying the mail boats of the Netherlands Steamship Company, the Rotterdam Lloyds, and the Royal Packet Company; also tramp steamers. Much of this coal is employed on the government railways throughout Java and Sumatra. It was selling at the close of the year at \$5.20 per ton, while Welsh and Australian coals were selling at \$6 to \$6.20 per ton.

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<sup>a</sup> See Advance Sheets, No. 536; Consular Reports, No. 230.

## TRANSPORTATION.

It is useless to repeat what has previously been reported on the subject of direct transportation between the United States and the Netherlands India. At the close of 1901, we seemed no nearer to gaining this long-required service, and I fear there will be but little change in the coming year.

The Dutch line is to be opened in the latter part of 1902, to run monthly between Java, China, and Japan. It was at first reported that this line would be extended to San Francisco, but this plan was abandoned after due consideration, as it would not have been a profitable venture.

At the close of 1901 the following lines of steamers were plying regularly between Java and Europe, and Java and other ports:

Mail lines: Netherlands Steamship Company, fortnightly service between Java and Amsterdam, touching at Genoa.

Rotterdam Lloyds, fortnightly service between Java and Rotterdam, touching at Marseilles. On return trips the above lines of steamers take mails and passengers at Genoa and Marseilles.

North German Lloyds, fortnightly mail service between Java and Europe, via Singapore.

Messageries Maritime, fortnightly mail service between Java and Marseille, via Singapore.

Queensland Line, between London and Brisbane, calling at Batavia and Soerabaya on both outward and homeward passages, taking mails to and from Batavia and Australia.

The Royal Packet Company (Koninklyke Paketvaart Maatschappij), running under the Dutch flag, has the monopoly of the coasting trade throughout the Netherlands India. Weekly steamers also run to Singapore and monthly steamers to Hongkong. At the close of the year, this company had some 38 steamers in service, representing about 45,000 tons, and 6 steamers building, with a total tonnage of about 7,500.

No new railways have been opened during the year, but those mentioned in my report for 1900 are gradually nearing completion and are expected to be ready for traffic in the latter part of 1902.

## BANKING AND CURRENCY.

There have been no changes in the banking system of the Netherlands India for the past year, and the banks mentioned in my report for 1900 are doing the usual business.

At the close of the year, the current rates of exchange were the following:

On—	Selling.	Buying.
	<i>Florins.</i>	<i>Florins.</i>
United States gold dollar .....	2.43	2.50
Sterling gold sovereign .....	12.00	12.20
Mexican silver dollar .....	1.02	1.05

There has been no change in the currency of the Netherlands India, which is still on the gold basis.

The Java bank proposes to issue 2.50-florin (dollar) notes, thereby preventing the wholesale counterfeiting of the 2.50-florin silver pieces now in circulation. The police have been successful in raiding a number of these counterfeiters in different parts of Java, but the circulation of false money continues, showing that the counterfeiting is carried on outside the Netherlands India.

To prevent this money from getting into the country, Chinese arriving from Singapore or China are carefully searched on landing, and on one occasion, a large number of the counterfeit dollars were found hidden in milk tins. One of the customs officers, in handling what was supposed to be a case of condensed milk, noticed the overweight, and on opening the case, found the usual number of tins, nicely labeled as milk, but contained in each were some 20 of the counterfeit dollars. The owner of this case was never found.

#### TARIFF.

There has been no change in the customs tariff of the Netherlands Indies for 1901, as shown in accompanying statement of imports; nor has there been any change in the postal rates.

Letter postage is as follows:

To the United States and Europe .....	per $\frac{1}{2}$ ounce..	\$0. 10
To China, Japan, and Australia .....	do.....	. 10
To Holland .....	do.....	. 06
To Straits Settlements .....	do.....	. 05
Local postage .....	do.....	. 04

A charge of 4 cents extra is made for registering letters to all parts of the world.

At the close of 1901, the telegraphic rates in the Netherlands India were:

	Per word.
To the United States and Canada .....	\$1. 26
To Europe and Great Britain .....	1. 00
To China .....	. 68
To Penang .....	. 31
To Singapore .....	. 20

In foreign telegrams, one word must not exceed 15 letters, and in local telegrams, 20 letters. There was a reduction in foreign rates during 1901, and a further reduction is looked for in the coming year.

#### CABLE.

The cable between Java and Bandjermasin (south coast of Borneo) was opened at the beginning of September. This cable, as well as most of the local cables belonging to the Government, was laid by the Eastern Extension Cable Company.

The advisability of connecting Java and Saigon by cable is still under discussion by the Dutch Government, but nothing definite has been decided.

#### COALING STATION.

The work of improvement at Sebang Bay, Pulo Weh, mentioned in my report for 1900, has been carried on successfully, and many war ships as well as merchant steamers have called at this place for coaling during the past year, and have reported favorably on the station.

This, it is hoped, will before long be the principal coaling station east of Colombo, and there is no doubt that Singapore fears that much of her coaling business will be taken away by the opening of Sebang Bay.

#### ACHEEN.

Although much dissatisfaction has been expressed by several members of the States General in Holland in regard to the condition of affairs in Acheen, there is no doubt that progress has been made toward pacifying the hostile tribes, under the able management of the present governor. Trade during 1901 increased, and the country was opened by extensions of railway and tramway lines. The natives, also, are gradually becoming accustomed to and contented with the Dutch rule.

While affairs in Acheen have shown marked improvement, those in east Java have been anything but satisfactory, and business generally has been in a very bad state. This can, no doubt, be attributed to the failure of the sugar crop, which has caused much suffering among the natives. The Government, as well as private individuals, have come to their assistance.

#### HEALTH.

The colony (principally Java) has been visited by a severe cholera epidemic during the past year, which has taken off many Chinese and natives, as well as Europeans. The districts that have suffered most are Soerabaya, Passeroean, and Probolinggo (all in east Java). This epidemic continued until the latter part of November, and destroyed some 50,000 people within six months. Stringent measures have been taken by the sanitary department to prevent the spread of cholera in the coming year.

Soerabara will before long have a good water supply (the unhealthfulness of Soerabaya and the surrounding villages is due entirely to the bad water), and this will go far toward improving sanitary conditions. The works supplying the city with water from Passeroean were expected to be finished before the close of the year, but it will probably be another year before they are completed.

#### OPIUM.

The Government opium manufactory, mentioned in my report for the first half of the year 1901,<sup>a</sup> is now in full working order, with successful results. The opium business is a Government monopoly and at different periods is "farmed out" to wealthy Chinese who make bids for this privilege. They are protected by the Government. There is a special service to prevent the smuggling of opium into Java. A fleet of high-speed steam launches is used by the Government to patrol the coast, and a strict watch is kept on all vessels arriving from Chinese ports and the Straits Settlements.

#### DJAMBI.

The military operations in Djambi, referred to in my report for the first half of 1901, had made but little headway at the close of the year,

<sup>a</sup> Commercial Relations, 1901, Vol. I.



owing to sickness among the troops, the strong resistance of the natives, and the great difficulty in getting supplies. The country in the district of Djambi is most unhealthful for all Europeans, and the troops suffer from beriberi, as well as malaria. Every steamer arriving here from Palembang (the base of operations) brings back many sick men.

#### LAWS AND TAXES.

There has been no change in the civil laws of the colony for the past year, and the law requiring all strangers arriving to report to the chief of the police and obtain a permit for six months is still in force. Strangers failing to so report within three days are liable to a fine of not less than \$2 nor more than \$40.

A person wishing to reside in the colony for a longer period than six months must obtain permission from the governor-general.

Taxes throughout the Netherlands Indies are extremely high. In addition to a personal tax on property and household effects, amounting to 2 per cent, there is also an income tax of 4 per cent paid by all private individuals. All able-bodied men from the age of 18 to 45 have to serve in the militia. This law applies to all who reside in the colony, whether Hollanders or foreigners.

There is no law in the Netherlands India which requires goods to be marked so as to show the country of manufacture, and there is no law of a discriminating character affecting foreign merchandise entered into the colony.

#### UNITED STATES FIRMS.

There has been one addition to the American business houses in Java during the past year—the agency of the Abe Stein Company, of New York, previously mentioned, which increased to five the number of American firms doing business in the Netherlands India. All were reported to be prosperous.

#### CREDITS.

According to a system in force here for years European firms have allowed long credits to the Chinese and Arabs, but this has been so abused recently that the principal merchants have called a meeting and agreed to cut credits down from three months to one month. On hearing of this move on the part of the European importers, many of the Chinese and Arabs suspended payment and went into liquidation. One firm lost some \$40,000 by failures of Chinese in Soerabaya alone, and others were satisfied to accept small payments rather than lose all. Thus, many firms have been ruined during the past year, and at the close of 1901, business was in a bad state. The merchants have, however, carried the day in regard to reducing the credit system.

#### PORT DUES AND REGULATIONS.

All foreign vessels pay 18 cents per registered ton per six months for the entire archipelago. In addition to this, there is a charge for pilotage and wharfage when a vessel enters Tandjong Priok, the new harbor of Batavia. A statement of these charges was transmitted with report for 1898.<sup>a</sup> Coasting trade is allowed only to vessels flying the Dutch flag, and there are no foreign-owned vessels in the colony.

<sup>a</sup> Commercial Relations, 1899, Vol. I.

Vessels arriving from an infected port are visited by the health officer. If no sickness be found and the vessel is over ten days from the infected port it is given pratique; if it is not ten days from the infected port, the remaining days must be spent in quarantine. Vessels coming from a port not infected, and having a clean bill of health, are allowed to enter the port as soon as the health officer has visited them.

## SHIPPING.

During the year 1901, this port was visited by two American men-of-war and one merchant ship. Soerabaya was visited by one American merchant ship, and Padang was visited by one American gunboat.

In 1901, the following vessels entered and cleared at all ports in the Netherlands India:

	Number.	Tonnage.
Steamers.....	3,476	1,720,210
Sailing.....	198	158,420

## RESIDENT AMERICANS.

At the close of the year, there were 11 Americans (including 5 children) residing in Batavia, 2 in Soerabaya, and 3 in Padang. There were also American mining engineers at different places in the Netherlands India, but the number is not known.

B. S. RAIRDEN, *Consul*.

BATAVIA, *November 5, 1902.*

*Importation of American goods into the Netherlands India for the years 1900 and 1901.*

Articles.	Duty.	1900.	1901.
Ammunition (in cartridges) .....	6 per cent ad valorem .....		\$65
Automobiles .....	do .....		9,800
Beer .....	10 per cent ad valorem .....	\$2,010	3,200
Bicycles (included with carriages in 1900) .....	6 per cent ad valorem .....		2,875
Books .....	10 per cent ad valorem .....		60
Brooms (corn brooms) .....	6 per cent ad valorem .....		20
Canned goods (miscellaneous) .....	10 per cent ad valorem .....	16,393	20,318
Canvas (cotton duck) .....	do .....	1,206	1,532
Carriages and bicycles .....	6 per cent ad valorem .....	3,650	
Carriages only .....	do .....		2,886
Clocks and watches .....	do .....	765	1,620
Coal .....	Free .....	9,675	
Copper ware .....	10 per cent ad valorem .....	469	472
Cordage (Manila) .....	Free .....	672	1,023
Cork material .....	10 per cent ad valorem .....		24
Cutlery .....	do .....		25
Distilled perfumes .....	\$20 per hectoliter .....	23	46
Dry goods (including cotton, woolen, and millinery) .....	6 per cent ad valorem .....	4,914	6,352
Drugs and medicines .....	do .....	785	830
Earthenware .....	do .....	76	1,752
Flour .....	10 per cent ad valorem .....	2,150	5,936
Firearms .....	6 per cent ad valorem .....	280	536
Furniture .....	do .....	50	162
Glassware .....	10 per cent ad valorem .....	245	265
Hams .....	do .....	30	1,080
Harness .....	do .....		1,623
Iron nails .....	do .....		2,814
Iron and steel work (including iron pipes) .....	do .....	15,087	184,060
Instruments (surgical and mathematical) .....	Free .....	950	1,015
Instruments (musical) .....	6 per cent ad valorem .....	430	668
Lamps .....	do .....	168	187
Lead .....	do .....		82

*Importation of American goods into the Netherlands India for the years 1900 and 1901—Continued.*

Articles.	Duty.	1900.	1901.
Leather and leather goods .....	10 per cent ad valorem .....	\$420	\$1,410
Liquors .....	do .....	175	562
Lumber .....	Free .....	450	
Machinery .....	do .....	22,685	28,140
Oil:			
Petroleum .....	Import duty 10 cents per hectoliter, and excise duty 80 cents.	927,387	1,200,794
Miscellaneous .....	6 per cent ad valorem .....	3,825	13,262
Paints .....	do .....	620	687
Paper .....	10 per cent ad valorem .....	68	182
Resin .....	Free .....	116,270	62,387
Salt fish .....	10 per cent ad valorem .....	320	
Salt meat .....	do .....	2,150	3,160
Shoes (sample goods) .....	do .....		50
Tin plate .....	Free .....	60	86
Tinware .....	10 per cent ad valorem .....	325	630
Tobacco (cigars and cigarettes from United States and Manila) .....	\$20 per kilogram .....	20,566	16,530
Typewriters .....	6 per cent ad valorem .....		2,160
Whisky .....	\$20 per hectoliter .....	200	
Wines (principally California) .....	do .....	1,050	963
Woodwork .....	6 per cent ad valorem .....	336	698
Total .....		1,156,904	1,563,009

*Exports from the Netherlands India to the United States for the years 1900 and 1901.*

Articles.	1900.	1901.
Alkaloids (cinchona) .....		\$23,625
Arak .....	\$47	50
Bamboo mats .....		606
Bamboo hats .....	8,398	5,109
Bird skins .....		1,600
Books .....	105	
Cassia .....	46,141	90,980
Cocoa:		
To Manila .....		742
To United States .....	1,741	
Cinnamon .....	23,167	40,043
Clothing goods and cloths .....		6,218
Cloves .....	206	
Coffee .....	1,880,428	1,676,896
Copra .....		160
Curios .....	42	196
Drugs and medicine .....	14,524	320
Gin (to Manila) .....		40
Gum copal .....	63,899	60,406
Gum benzoin .....		
Gum dammar .....	105,072	142,401
Gutta-percha .....		87
Hides and skins .....	240,829	231,907
Horns .....		35
Kapok .....	28,557	21,430
Kapok seeds .....		64
Mace .....	5,243	12,097
Musical instruments .....		1,266
Mother-of-pearl shells .....		5,281
Nutmegs .....	12,147	29,125
Oil (kajoeputi) .....	105	173
Pepper .....	21,874	146,845
Quinine .....	189,196	206,809
Rattan .....	29,979	71,154
Rice .....		180
Sago .....		815
Sugar (direct) .....	20,066,518	14,250,241
Sugar (Port Said f. o., probably United States) .....	2,026,894	2,458,350
Tea .....	174	867
Tapioca .....	1,516	19,042
Thread (ramie) .....	510	
Tin .....		
Vanilla .....	292	
Woods .....	13	35
Miscellaneous .....	14,616	240
Total .....	24,804,233	19,507,942

*Results of quinine auction sales at Batavia, Java, during 1901.*

Date of auction sale.	Amount sold.	Gross proceeds.	Net proceeds.	Total auction expense.	Prices realized per kilogram.		Auction expenses per kilogram.	Unit price for bark at Amsterdam.
					Gross.	Net.		
	<i>Kilograms. a</i>							
Feb. 27 .....	3,409.92	\$28,219.97	\$27,195.17	\$1,024.80	\$8.28	\$7.98	\$0.30	\$0.08
Apr. 4 .....	3,061.80	27,965.48	26,962.99	1,012.49	9.13	8.80	.33	.36
May 10 .....	2,953.68	28,329.02	27,332.98	996.09	9.59	9.25	.34	.04
June 19 .....	2,726.88	25,755.86	24,847.43	908.43	9.44	9.11	.33	.04
July 24 .....	2,394.60	20,716.98	19,955.15	76.83	8.65	8.85	.30	.086
Sept. 5 .....	1,758.24	14,184.49	13,625.38	559.11	8.07	7.75	.32	.029
Oct. 9 .....	3,157.80	26,111.30	25,125.74	985.56	8.27	7.96	.30	.083
Nov. 13 .....	5,202.96	41,837.25	40,242.28	1,594.97	8.04	7.73	.31	.028
Dec. 18 .....	4,291.20	34,864.90	33,569.13	1,295.77	8.13	7.82	.31	.031
<b>Total .....</b>	<b>28,967.08</b>	<b>247,985.25</b>	<b>238,846.20</b>	<b>9,139.05</b>	<b>8.62</b>	<b>8.31</b>	<b>.31</b>	<b>.0836</b>

a One kilogram = 2.2046 pounds.

*Production of sugar in Java for the years 1898-1900.*

District.	1898.		1900.	
	<i>Piculs. a</i>	<i>Tons.</i>	<i>Piculs. a</i>	<i>Tons.</i>
Cheribon, .....	871,730	59,277	846,484	57,561
Tagal .....	728,505	48,994	753,470	51,236
Pekalongan .....	455,979	31,006	567,427	38,585
Samarang .....	292,043	19,859	254,779	17,325
Japava .....	734,097	49,918	787,597	53,556
Souakarta .....	784,015	47,873	836,624	56,890
Djokjokarta .....	786,120	48,016	817,851	55,614
Baryonnas .....	382,949	22,640	314,282	21,371
Bagelen .....	62,197	4,229	40,700	2,767
Souabaya .....	2,630,191	178,858	2,578,774	175,856
Kediri .....	1,076,693	73,215	1,186,386	80,674
Madloen .....	892,831	60,712	398,644	27,108
Pasouvean .....	697,820	47,452	776,348	52,791
Pavbolingo .....	818,077	55,629	848,682	57,710
Beaeki .....	683,889	46,504	671,966	45,693
<b>Total .....</b>	<b>11,847,136</b>	<b>805,607</b>	<b>11,680,014</b>	<b>794,237</b>

a 1 picul = 136 pounds.

**TRADE IN 1902.**

It was expected that business would pick up generally as the new year advanced, but at the close of the first six months of 1902, but little improvement was noticeable.

It is impossible to give the real cause for such depression, and, noticing the steady flow of goods arriving and departing, one would hardly realize that the Netherlands Indies has begun anything but a prosperous year.

The exports to the United States for the first six months of 1902 appear to be even larger than for the same period of 1901. The sugar exports, however, decreased considerably. For the first six months of 1902 they were 142,989 tons, valued at \$4,690,039, as against 208,319 tons, valued at \$8,332,760, for the same period of the previous year.

For the first six months of 1902, there was exported to the United States some 54,501 tons of sugar, as against 45,089 for the same period of 1901.

Of the total exportation for the first six months of 1902, 46,842 tons was exported to China and 22,892 to Japan, while the remainder went to Mediterranean ports and Australia.

The average price for sugar for the first six months of 1902 was \$2.05 per picul of 136 pounds, or \$32.80 per ton, while for the same period of 1901 it was about \$2.50 per picul, or \$40 per ton.

#### CINCHONA BARK.

The cultivation of this article is rapidly spreading to meet the local consumption and the increasing exportation.

For the first six months of this year there was exported about 2,579 metric tons, as against 2,186 metric tons for the same period of 1901, but none has been reported as shipped to the United States.

Cinchona bark at the close of the half year was quoted at 32 cents per kilo (2.2 pounds).

#### COFFEE.

There is no improvement to be reported in the price of this article since the close of last year, although planters are anticipating higher rates, should the Brazil crop be as small as estimated.

Up to the 30th of June this year, there was exported from the Netherlands Indies about 12,000 tons of coffee, of which some 1,200 tons only was exported to the United States. To Holland alone, there was exported 9,049 tons.

The average price for this article for the first six months of the year was \$17.50 per picul of 136 pounds, as against \$18 per picul for the same period of 1901.

#### DAMAR.

The trade in damar keeps about the same as reported in 1901, but the exportation to the United States has fallen off considerably. At the close of the first six months of the year, there had been a total exportation of about 800 tons, valued at \$408,000, while during the same period of 1901 the shipments amounted to about 665 tons, valued at \$335,160.

There was exported to the United States, during the first six months of the year, about 358 tons, valued at \$82,526. The average price for damar for the first half of the year was \$13.50 per picul of 136 pounds.

#### GUM COPAL.

This article comes from the Moluccas, and Macassar still holds the trade in gum copal with the United States. During the first six months of the year, there was exported to the United States some \$33,075 worth, as against \$29,576 worth for the same period of 1901.

#### KAPOK.

Business in this article with the United States appears to have increased somewhat during the first half of 1902, and Batavia has been visited by an American merchant who intended to charter a small vessel to take a full cargo of kapok to San Francisco.

I have had numerous inquiries for this article, but many parties who have offered to open business in kapok do not offer a price which dealers here will accept. During the first half year, there was exported from the Netherlands Indies 20,398 bales, of which the United States received some \$50,000 worth. At the close of June, kapok was selling at \$14.80 per picul of 136 pounds.

#### PEPPER.

Large quantities of pepper still continue to be sent to the United States from Java, Batavia being the principal shipping port.

During the first six months of 1902, there was exported from the Netherlands Indies some 1,083 tons of pepper, of which the United States received about 58 tons, valued at \$12,569, as against none for the same period last year. At the close of the half year, this article was selling at \$12 per picul of 136 pounds.

#### PEARL SHELLS.

No business whatever has been done in pearl shells, for the first six months of the year, between the United States and the Netherlands Indies. The entire amount exported was sent to London and Europe, where high prices are realized.

The pearl shells obtained from the Moluccas are of the finest quality, and it is rather surprising that some of our dealers have not made an attempt to buy these shells direct from this market.

#### QUININE.

During the first six months of the year, there have been held in this place five public auction sales of quinine, at which about 14,011 kilograms (30,889 pounds) of quinine were sold at an average price of \$8.53 per kilogram (2.2 pounds).

This is somewhat below the amount disposed of during the same period of 1901, when about 16,000 kilograms (35,274 pounds) were sold.

During the first six months of the year, there were exported to the United States about 5,510 kilograms (12,147 pounds) of quinine, valued at \$45,429, while for the same period of 1901 the amount was about 13,062 kilograms (28,796 pounds), valued at \$105,586.

#### RATTAN.

During the last six months, there has been a very good business in this article. About 882 tons has been exported, of which the United States received, wholly from Padang, Sumatra, about 100 tons, valued at \$64,098. At the close of the first half year, this article was selling at \$6.80 for first quality and \$2.80 for second quality, per picul of 136 pounds, while for the same period of 1901 it was selling at \$7.25 for first quality and \$2.85 for the second.

#### SKINS.

A very good business in goatskins was done during the first six months of 1902. About 1,100 packages (bales), valued at \$107,003,

were exported to the United States, while for the same period of 1901, about 850 packages, valued at \$109,700, were shipped to that country, which indicates a decrease in price.

From Soerabaya and Samarang alone there was, during the first six months of the year, \$60,640 worth of skins exported to the United States.

#### SPICES.

The market report issued by the merchants' exchange gives the exportation of spices to the United States for the first six months as follows: Cassia, \$76,575 worth, all from Padang, Sumatra; mace \$9,480 worth, from Padang and Macassar; nutmegs, \$17,725 worth, from Padang and Macassar.

Spice planters in the Moluccas, especially at Banda, which has always been noted for its mace and nutmegs, are complaining bitterly of the very low prices realized for their produce at the Amsterdam market.

As stated in my report for 1901, the planters have decided, as an experiment, to establish a mart at Batavia, and hope to realize better prices. Should this experiment be successful, it will greatly improve the spice trade. But, on the other hand, its failure would, no doubt, do the Moluccas spice trade much damage.

#### TAPIOCA FLOUR.

Business in this article has increased rapidly during the first six months of the year. There has been exported to the United States about \$35,952 worth of tapioca flour, while for the same period of 1901 only \$1,800 worth was shipped. As formerly reported, this business is entirely in the hands of one firm which, it is reported, has large Chinese connections.

#### IMPORTS.

As the Government statistics do not give the importation of different articles into the Netherlands India until the close of the year, I am unable to quote the amount of the American goods received here during the first six months of 1902.

#### PETROLEUM.

The petroleum report, published monthly, shows the importation of this article to be as follows, for the first half of 1902:

American oil, 11,786,290 liters (3,113,643 gallons); Russian oil, 689,595 liters (182,173 gallons). In the same period of 1901: American oil, 11,536,416 liters (3,047,632 gallons); Russian oil, 13,123,625 liters (3,406,934 gallons).

It will be seen from the above statement that the importation of American oil for the first six months of 1902 is 249,874 liters (66,010 gallons) in excess of that of the same period for 1901, while the importation of Russian oil has fallen off 12,434,030 liters (3,284,760 gallons).

Very little Russian oil has been imported during the first half of 1902, which is due to the steady increase of the output of the local oil wells.

At the close of the first six months of 1902, oil was selling at the following prices: American oil, \$1.44; Russian oil, \$1.35, and local oil \$1.28 per case, which is somewhat lower than the prices at the close of June, 1901.

## GENERAL.

I am glad to report that our American firms still send their men to this part of the East to push their business. I am informed that these agents have succeeded in making some very good connections.

The firm of Swift & Co. had an able representative visit the Netherlands India last June, who appointed agents for the company in different places throughout Java. This firm has imported into the Netherlands India American hams (formerly an unknown article here) which, I am told by the agents, find a ready market.

The failure of a number of the mining industries has caused a falling off in the importation of American machinery, only a small amount of which was received here during the first six months of the year. There is very little to report on the mining industry of the Netherlands India, except that it was in anything but a prosperous condition at the close of the first six months of the year.

The one mine from which so much was expected (Tambang Sibonak) has turned out almost worthless; consequently, the shares fell from 300 to 60 per cent in one day, and were as low as 45 per cent at the end of June last.

The petroleum industry in Sumatra and Java has advanced steadily during the first half of the year, and a number of new wells giving a good supply have been sunk.

It is reported that, in order to keep up the price of oil, the Royal Langkat Petroleum Company of Sumatra and the Dordtsch Petroleum Company of Java have formed a trust with the Standard Oil Company and the Russian companies, under the name of the Distributing Company, with headquarters in London. How much truth there is in this rumor I am unable to say.

It is also reported that the Holland Government has approached the German Government with a proposition to provide a joint subsidy for cables connecting the Celebes with the Philippines via the Pelew Islands, which will also be connected with Shanghai. The object is to provide telegraphic connections with Europe, via the United States, that will be independent of the British cables.

There has been so much poverty among the working class of Java during the first six months of the year that the Government now keeps a strict watch on the Chinese arriving from northern ports, and recently some 20 Chinese were deported, owing to their having no means of sustenance.

There has also been so great a scarcity of rice in Java during the first part of the year that it has been found necessary to import this article, and from January to June some 124,650 tons were received.

I regret to report that the colony has passed through one of the most unprosperous six months that it has experienced for many years, although at the close of June, business appeared to be improving somewhat, and better times are looked forward to.

B. S. RAIRDEN,  
*Consul.*

BATAVIA, *November 22, 1902.*

H. Doc. 305—60



## JAPAN.

### REPORT FROM CONSULATE-GENERAL AT YOKOHAMA.

The annual return of the foreign trade of the Empire of Japan for 1901 shows a healthy growth of commerce, the exports having been greater in value than for any previous year in its history, and the imports, which are still slightly in excess of the exports, being surpassed only by those of 1898 and 1900. Since 1895, the imports have continually exceeded exports, and the decrease in the excess is very encouraging to the Japanese. Although the total value of the imports decreased only about 11 per cent as compared with 1900, the value of those purchased from the United States has decreased more than 31 per cent, so that we furnished last year only a little over one-sixth of the whole and are again outranked by both Great Britain and British India.

#### IMPORTS.

The principal imports into Japan from the United States are raw ginned cotton, kerosene oil—these two together making up more than half the value of the whole—and different kinds of machinery, engines, electrical apparatus, etc.

#### MACHINERY.

In electric-light apparatus, we are not holding our own as compared with 1900, though we still furnish over 60 per cent of the total imports of this commodity. With regard to fire engines and pumps, implements and tools of farmers and mechanics, locomotive engines, crane machinery, weaving machinery, and steam boilers and engines, the United States has made important gains in the value of her exports to Japan, and in all except the last, in the per cent of the total which her share represents. Of photographic instruments and apparatus, sewing machines, watches, condensed milk, and salted fish, our country has slightly increased its exports to Japan, although in each of these, the total imports have decreased. The value of the telephones imported last year was about half as great as in 1900, and Belgium supplied more than half, the United States furnishing about 27 per cent of them, while in 1900 her proportion was 33 per cent.

#### FLOUR.

It has been ascertained that the soil and climate of the northern island of the Japanese group are well adapted to the production of wheat, barley, and similar grains, and a big flour-making company has recently been started in that part of the Empire. It is estimated that some 10,000,000 pounds of flour annually are now being turned out, and the company hopes in time to prevent the importation of American flour. Last year, the importations of flour from the United States amounted to more than 63,000,000 pounds, which is only about three-fourths as much as in 1900; but probably the falling off was due to stocks carried over. We have no important competitor in this commodity, but Australia sends five-eighths of the wheat shipped here, the total wheat import amounting to 11,500,000 pounds.

## ALCOHOL.

About four-fifths of the alcohol imported last year came from America, this being the first year that she has been in the lead in this article.

## LEATHER.

Our country still keeps the lead in sole leather, of which it furnishes about three-fourths, but in sales of other leather it is falling still farther than formerly to the rear. The total import of sole leather for the year under review decreased by 800,000 pounds, and that of hides and skins increased an equal amount, while other leather gained a very little.

## WIRE.

The importations of iron wire and small rods have fallen off more than two-thirds and that of telegraph wire one-third, while the interest of the United States in these commodities has decreased in still greater proportion.

## STEEL, IRON, ETC.

Of materials for bridges and buildings, the United States in 1900 sent almost two-thirds of the amount received in Japan; for 1901, she is credited with less than one-third, while Great Britain has advanced to more than half.

In "steel other than mild steel," steel-wire rope, brass and copper tubes, mercury, and nickel, Great Britain has the lion's share of the trade, and the United States is losing ground in all except steel other than mild steel, and mercury. The imports of lead (pig, ingot, and slab) have steadily increased for several years, and the proportion of the United States has grown until last year it amounted to five-eighths of the whole.

## OIL.

Nearly all the kerosene oil and much the larger part of the lubricating oil and paraffin wax imported come from America, while Great Britain furnishes most of the linseed oil. The importation of kerosene oil continues to increase, although it is believed that good petroleum veins exist in some parts of this and the northern island, and the Japanese are making constant efforts to extend the domestic production. Since 1899, there has been a gradual absorption of the smaller companies by the Takarada Oil Company, which now claims to have the greatest and richest area of oil fields, although the International surpasses it in thoroughness of equipment and in command of capital. The Takarada, which operates chiefly in Echigo Province, commands oil fields covering an area of 27,000 acres, in which are over 200 wells and boring machines, with a daily output of 52,000 gallons. There are now only three important oil companies in Japan.

## SUGAR.

Hongkong and Germany together furnish nearly half the sugar imported, and the other half is brought from many countries, among which Austria-Hungary, China, Dutch India, and the Philippine

Islands are the most important. The Philippines increased their shipments by about 50 per cent as compared with 1900. This market for sugar is growing, and with the establishment of more settled conditions in the Philippines, the industry should be so developed as to supply half the demand here. The islands now supply about one-ninth, none of which is refined.

#### PAPER.

More than half the fancy glazed paper, match paper, and packing paper imported into Japan comes from Germany, the United States doing very little in these lines. Great Britain leads in printing paper, with the United States and Austria-Hungary not far behind, the three together furnishing more than three-fourths of the entire importation. There are 11 paper factories in Japan, and they are steadily increasing their output, which this year amounted to 103,926,000 pounds; while the total importation, which was less than half as much as last year, was 17,359,000 pounds. The native factories have formed an alliance to control prices, with a view to check sharp fluctuations. They do not produce ornamental paper, but manufacture printing paper, board paper, and wrapping paper, and the exportations of these almost equal in value the importations of paper of all kinds.

#### COTTON.

The cotton-spinning industry of Japan is experiencing many difficulties, which have been intensified during the past few weeks by the fall in the price of silver and consequent downward movement of the yarn market in China, unfortunately accompanied by a rise in the price of raw cotton. The ginned raw cotton is obtained principally from British India, the price being about 11 per cent lower than that of American cotton, which in 1901 constituted one-sixth of the amount imported by Japan.

#### COTTON MANUFACTURES.

Great Britain leads in supplying the various manufactures of cotton. The Japanese manufacture Canton crape and cotton flannel for export as well as for home use, and report fair profits in these lines, so that the industry is growing, although hampered by lack of sufficient capital and high rates of interest. Manufacturers can not equip mills with the latest devices because of this, and the stocks will not sell at par if the dividends are lower than 10 per cent.

#### WOOL.

A little more than one-third of the wool imported by Japan comes from China, while Germany, Great Britain, and France are the leading countries in supplying the various manufactures of wool.

#### FLAX AND HEMP.

Flax, hemp, jute, and china grass were imported to the aggregate value of more than \$600,000, the Philippine Islands having nearly one-sixth of this trade. In linen tissues and flax or linen yarns, Great Britain has almost a monopoly.

## TIMBER.

The value of the timber imports in 1901 was considerably less than in 1900, amounting to only \$234,402, more than half of which was paid to the United States. Japan is obliged to import all the timber used in some parts of ships, and, as she is striving to extend her shipbuilding, there will probably be an increasing demand for certain kinds of timber.

## BICYCLES.

The United States has almost a monopoly of the sale of bicycles and tricycles, and these machines are very freely used by the Japanese in the treaty ports and along the lines of foreign travel, the imports last year amounting to \$270,000. The wheels most readily sold cost from \$16 to \$25, and the retail dealers make a profit of from 15 to 20 per cent on wheels of late pattern. Automobiles are being shown, but there is as yet no market for them.

## CARS.

The purchase of railway passenger cars was very much less in 1901 than in 1900 or in 1899, and almost all that were bought came from Great Britain, which also furnished most of the railway freight cars.

## CABLES.

The purchase of submarine telegraphic cables and underground telegraphic lines also fell off greatly as compared with the previous year, but the United States considerably increased its sales and now stands slightly ahead of France and Great Britain, while Germany has risen from the lowest place in 1899 to third in 1900 and first in 1901.

## EXPORTS.

## TEA.

The quantity of tea exported from Japan remains almost constant, having been slightly more in 1901 than in 1900, but less than in 1899. The United States takes more than three-fourths of the entire quantity, and the removal of the American duty has been the source of much satisfaction to tea growers. At a recent convention, speeches were made in favor of organizing to agitate against the reimposition of the duty, should it be attempted next year, and to devise plans for increasing the annual yield and improving the quality. The outlook for the present year, as reported some weeks ago, was rendered very discouraging by unseasonable frosts, but a second crop of leaves has made its appearance, and the tea-firing houses are again busy.

## RICE.

Almost every civilized country in the world buys rice from Japan, and the exports last year were double those of 1900, although less than in 1899. The value of the rice exported last year was about four-fifths that of the tea, these two being the principal unmanufactured vegetable products exported from Japan. Other vegetable exports are barley, ginseng, groundnuts, gallnuts, oranges, mushrooms, camphor, and

potatoes, the Philippine Islands being the heaviest purchaser of the last named, while the United States ranked third in the amount of rice taken. The cold weather of the first weeks of May affected the young rice shoots, and the crop for this year is somewhat doubtful.

#### FISH, ETC.

The exports of "shell and other fish," fish oil, and seaweed are steadily increasing, and last year amounted to more than \$3,000,000. Much the larger part of this produce goes to Hongkong and China.

#### SILK.

Last year was an especially favorable one for the export of silk, the value of which constituted three-sevenths of the entire exports of the country; and it is noticeable that the increase was mostly in silk tissues, although the death of Queen Victoria in January and the assassination of President McKinley in September, by causing a widespread demand for mourning goods, was very unfavorable to the market for Japanese silk textiles. The United States was the heaviest purchaser of raw silk, and took 733 tons in excess of the highest quantity previously bought in any year, while France received more than two-thirds the entire export of waste silk. Japanese silk tissues find their market in many countries, the United States being the best customer for silk handkerchiefs and "kaiki," while China and Korea compete for the silk crape, the former taking more in value but the latter more by measurement. It was feared that the late frosts, which destroyed many mulberry leaves, would cause great injury to the silk industry, but present reports indicate a fair season.

#### COTTONS.

Considerable quantities of cotton yarn and cotton tissues are sold to the neighboring countries of Asia and the Philippine Islands, but the amount is still far below that exported before the trouble in China. Hemp and cotton carpets find their best market in European countries and the United States.

#### COAL.

Coal to the value of \$8,700,000 was exported, principally to China and Hongkong, this amount being considerably in excess of previous years.

#### MISCELLANEOUS.

Fans, floor matting, paper lanterns, porcelain and earthenware, manufactures of wood, and tooth and other brushes are exports of which the United States is the largest purchaser, and manufactures of bamboo, lacquered ware, screens, and straw plaits find their best market in England; while clocks, timbers and lumber, furniture, looking-glasses, other manufactures of glass, jinrikishas, lamps, manufactures of leather, matches, and umbrellas are exported in considerable amounts to Asiatic countries. All except a few of these show an increase over previous years.

## TRADE WITH THE PHILIPPINES AND HAWAII.

Both the imports from and the exports to the Philippine Islands were greater than in either 1899 or 1900. The total exports to these islands were valued at \$1,285,179.80 and the imports from them at \$1,484,553.68.

The total exports to Hawaii amounted to \$947,549.57, this being an increase of nearly \$300,000 over 1899, the highest previous year. The imports from Hawaii are insignificant.

## SHIPBUILDING.

For years, the policy of Japan has been directed with the view to building up a strong navy and merchant marine. Her position in the East is in many respects analogous to that of her ally, Great Britain, in the West, and her aspirations and opportunities both point to the sea as furnishing her best defense in case of war and a profitable vocation for her sons in times of peace. With this object, the Government is planning regular and systematic additions to the strength of the navy, and is seeking the best means for the encouragement of shipbuilding. High ship subsidies have long been paid, and any plan which promises to promote the establishment of iron-manufacturing plants and other industries necessary to shipbuilding receives careful consideration. In 1892, about one-thirteenth of the exports and one-eighth of the imports of Japan were carried in Japanese vessels; in 1901, its shipping had increased so much that three-eighths of the exports and one-third of the imports, or a tonnage considerably in excess of the total imports and exports of 1892, were conveyed in native vessels. The tonnage of Japanese merchant steamers entering Japanese ports in 1901 amounted to 3,861,659, and this was surpassed only by the British ships, with a tonnage of 4,080,583. Germany and Russia both exceed the United States, from which country 175 ships, with a tonnage of 404,724, entered Japanese ports.

One of the largest steamship companies in Japan is the Nippon Yusen Kaisha (Japan Steam Mail Company), which has lines of boats making regular trips to ports in Europe, America, Australia, British India, China, and Korea. At a recent general meeting of the company, it was proposed to assist in the establishment of a new route by the Hunan Company of China, the object being to secure feeders for the steamers at the Shanghai terminus.

While striving to build up their shipping, the Japanese are not unmindful of the necessity for good harbors. Yokohama is the most northerly port in the Empire, and Yedo Bay, on which it is situated, forms an ideal natural harbor, much resembling San Francisco Bay in its narrow mouth and wide expanse. A substantial breakwater renders still more secure the upper part of the bay, which is being continually improved by dredging and the extension of dock facilities. A dock is also being built at Hakodate, on Tsugaru Strait, which is between the principal island and the northern one. It is expected that this will be completed within the year, and Hakodate will probably become a naval repair station for Japanese men-of-war and such foreign vessels as may desire to come in. During the past three years, the number of vessels passing through the Tsugaru Strait has more than trebled, some boats which formerly traveled by the Inland Sea

and coaled at Nagasaki or Moji having latterly preferred to take the northern route and coal at Mororan. Those who favor this route claim that the current here is more favorable, that there is less danger of encountering stormy weather, and that the voyage is shortened.

## ECONOMIC.

As stated at the beginning of this report, the imports for 1901 were slightly in excess of the exports, the difference being \$1,726,616.60. The movement of gold and silver coin and bullion corresponded very closely to this, the exports being in excess of the imports by \$1,537,998. Besides the money which passes through the usual course of trade, of which records are kept, tourists bring into the country no inconsiderable amount, of which there is no account. However, a commissioner connected with the customs service made investigations last year, from which he estimated that 185,000 tourists visited the islands during that period, and it has been computed that at least \$20,500,000 must have been brought into the country in this way. As this allows a little less than \$111 to each traveler, the estimate is certainly not too high. Another element which enters into consideration in the movement of specie is the matter of foreign loans, many Government bonds and other securities being held in London. That the financial condition of the country is improving is indicated by the gradual lowering of rates of interest and the substantial increase of the gold reserve in the Bank of Japan. The question of the introduction of foreign capital for industrial and commercial undertakings is continually agitated, but thus far with little apparent result.

The total exports of the country show a gain of 23 per cent as compared with the preceding year, and a gain of 17 per cent as compared with the highest year previously known. This gain is not due to exceptionally favorable circumstances in one or a few industries, but is distributed along all lines, very few having fallen at all below former standards, and the greater number having shown decided advances. This seems to indicate a healthy growth, which it may be hoped will be permanent.

E. C. BELLOWS, *Consul-General.*

YOKOHAMA, *June 28, 1902.*

*Japan's foreign trade, by countries, during the year 1901.*

Country.	Exports to.	Imports from.
United States .....	\$36,010,060.78	\$21,299,176.14
Great Britain .....	5,718,288.86	25,186,742.73
China .....	21,376,938.40	13,678,979.13
Hongkong .....	20,809,760.22	5,543,610.44
British India .....	4,809,482.14	21,804,392.55
Germany .....	2,615,035.35	14,108,410.61
France .....	13,588,284.30	1,888,805.46
Italy .....	6,259,008.50	76,882.37
Correa .....	5,663,530.20	5,008,114.29
Russian Asia .....	1,140,642.59	2,248,552.42
Philippine Islands .....	1,285,179.80	1,494,553.65
Belgium .....	258,625.08	2,898,836.59
Dutch India .....	340,320.78	2,527,741.79
Austria-Hungary .....	690,707.88	2,354,622.54
French India .....	78,868.06	2,038,252.85
Australia .....	1,261,611.99	886,244.08
Canada .....	1,631,504.81	90,525.98
Switzerland .....	74,841.47	1,069,889.78
Hawaii .....	947,549.58	3,357.15
Egypt .....	153,456.62	941,042.45

*Japan's foreign trade, by countries, during the year 1901—Continued.*

Country.	Exports to.	Imports from.
Siam .....	\$15,996.83	\$595,150.63
Portugal .....	572.53	10,065.88
Russia .....	424,453.11	104,717.20
Sweden and Norway .....	14,613.83	209,339.33
Holland .....	171,324.33	208,305.56
Spain .....	16,934.65	74,657.06
Mexico .....	30,309.54	1,594.27
Turkey .....	21,968.86	2,697.63
Denmark .....	12,432.04	5,072.47
Peru .....	2,735.51	247.73
Other countries .....	254,442.90	1,654,002.52
<b>Total.....</b>	<b>125,670,072.46</b>	<b>127,396,689.06</b>

*Comparative table, by ports, of the foreign trade of Japan during the year 1901.*

Ports.	Exports.	Imports.	Total.
Yokohama .....	\$66,643,613.42	\$44,087,152.57	\$110,730,765.99
Kobe (Hogo) .....	38,448,700.65	62,737,553.09	101,186,253.74
Osaka .....	6,297,854.06	5,102,841.56	11,400,735.62
Nagasaki .....	2,418,181.53	6,858,709.93	9,276,891.46
Moji (Shimonoseki) .....	7,074,365.47	4,890,387.76	11,964,753.23
Hakodate .....	1,163,644.96	1,202,681.76	2,366,326.72
Other ports .....	3,623,712.37	2,517,822.39	6,141,034.76
<b>Total a.....</b>	<b>125,670,072.46</b>	<b>127,396,689.06</b>	<b>253,066,761.52</b>

a Reexports and reimports included.

*Imports into Japan during the year 1901.*

Articles.	Value.	Articles.	Value.
Alcohol .....	\$34,603.35	Lead .....	\$436,361.74
Aniline dyes .....	440,672.45	Leather .....	671,048.42
Beans, peas, and pulse .....	2,653,411.63	Locomotives .....	1,322,511.72
Caustic soda .....	233,346.98	Machinery and engines .....	5,031,057.96
Chlorate of potash .....	291,466.66	Malt .....	381,285.90
Coal .....	1,265,982.48	Oil:	
Condensed milk .....	321,861.64	Kerosene .....	7,441,813.63
Cotton seeds .....	284,716.59	Cake .....	4,038,399.88
Cotton:		Paper:	
Raw—		Printing .....	430,292.60
Ginned .....	29,780,051.89	Other .....	695,880.28
In the seed .....	423,823.73	Phosphates .....	218,079.60
Flannels .....	117,180.65	Plush and velvets—mixtures .....	188,942.34
Prints .....	338,873.08	Rice .....	5,915,721.18
Satin and velvets .....	1,068,787.72	Salted fish .....	718,509.27
Shirtings—		Steam boilers and engines .....	545,761.18
Gray .....	1,489,842.33	Steel .....	346,028.33
White .....	286,720.12	Submarine and underground	
Other .....	128,932.88	cables .....	396,430.92
All other tissues .....	1,019,224.35	Sugar .....	16,679,696.49
Yarns .....	2,427,121.30	Timber .....	853,205.82
Eggs .....	646,708.41	Watches .....	215,411.88
Electric-light apparatus .....	294,186.13	Window glass .....	540,246.64
Flax, hemp, jute, and china grass .....	653,351.02	Wool .....	1,558,432.31
Flour, meal, and starch .....	1,439,903.92	Woolen flannels .....	155,021.67
Hides and skins .....	391,731.39	Woolen Italian cloths .....	809,516.86
Indigo .....	1,327,191.61	Woolen mousseline de laine .....	1,662,882.19
Iron and mild steel:		Woolen cloths .....	655,444.88
Pig and ingot .....	793,469.10	Woolen cloth mixtures .....	431,092.49
Bar and rod .....	1,748,854.62	Woolen, all other tissues .....	698,942.67
Plate—galvanized .....	1,640,065.51	Woolen yarns .....	431,616.53
Nails .....	679,604.80	Zinc—	
Pipes and tubes .....	808,979.30	Block, ingot, and slab .....	114,818.49
Telegraph wire .....	340,461.63	Sheet .....	302,276.90
Rails .....	803,044.84	Miscellaneous .....	18,055,599.84
Rail fittings .....	166,611.61	<b>Total.....</b>	<b>127,228,687.49</b>
Wire and small rod .....	165,710.12	<b>Reimports .....</b>	<b>170,001.57</b>
Structural .....	737,614.34	<b>Grand total.....</b>	<b>127,396,689.06</b>
Other .....	553,274.76		
Tinned plate .....	440,386.54		



*Exports from Japan during the year 1901.*

Articles.	Value.	Articles.	Value.
Antimony.....	\$39,088.76	Matting.....	\$2,704,894.09
Awabi (shell-fish).....	240,714.89	Mushrooms.....	423,613.32
Bamboo.....	192,419.68	Paper.....	300,440.36
Manufactures of.....	267,189.56	Porcelain and earthen ware.....	1,240,850.94
Beer.....	490,074.59	Rice.....	3,441,638.58
Brushes, tooth.....	140,511.33	Sake.....	856,722.46
Buttons.....	147,870.60	Salt.....	151,206.27
Camphor.....	1,945,676.81	Screenes.....	203,173.72
Carpets of hemp and cotton.....	814,358.63	Seaweed.....	708,327.43
Cigarettes.....	898,298.17	Shrimps.....	169,147.34
Clocks.....	140,755.19	Silk.....	
Coal.....	8,736,052.04	Raw.....	37,184,330.65
Copper.....	6,924,495.88	Noel and waste.....	2,225,446.26
Cotton.....	158,836.43	Handkerchiefs.....	1,967,083.49
Blankets.....	182,345.68	Tissues.....	
Tissues.....		Habutae.....	12,908,363.35
Chijimi.....	189,337.02	Kaiki.....	655,258.82
Flannels.....	255,199.22	Soy.....	139,072.99
White.....	676,078.62	Straw plait.....	1,488,988.36
Gray shirtings.....	671,107.19	Sulphur.....	329,615.79
Cloths.....	410,802.32	Tea.....	
Other.....	518,067.49	Green.....	
Underclothing.....	132,150.09	Basket-fired.....	2,589,463.05
Yarns.....	10,689,855.21	Pan-fired.....	1,355,646.38
Cuttle-fish.....	927,439.76	Dust.....	88,971.46
Fans.....	365,249.14	Other.....	426,373.24
Fish oil.....	509,768.26	Box boards.....	134,668.44
Furs.....	288,918.66	Timber.....	
Gallnuts.....	20,843.07	Railway sleepers.....	243,444.86
Ginseng.....	225,567.22	Planks and other.....	408,436.59
Glass, looking.....	123,621.63	Towels.....	253,872.95
Ground nuts.....	201,658.43	Umbrellas.....	509,771.55
Iriko, or béche de mer.....	217,198.94	Vegetable wax.....	303,964.55
Kanten, or colle vegetale.....	606,162.06	Miscellaneous.....	10,067,719.10
Lacquered ware.....	496,337.68	Total.....	124,208,922.99
Lamps and parts of.....	202,851.91	Reexports.....	1,461,149.47
Lily bulbs.....	112,636.44	Grand total.....	125,670,072.46
Manganese.....	93,214.29		
Matches.....	3,681,648.68		

*Imports into Japan from the United States during the year 1901.*

Articles.	Value.	Articles.	Value.
Alcohol.....	\$51,823.37	Copper tubes.....	\$26,158.94
Arms and ammunition.....	18,583.87	Cordage.....	555.27
Beans, seeds, and sundry grain.....	2,264.41	Cosmetics, toilet water, etc.....	3,539.09
Beer and ale.....	6,712.54	Cotton.....	
Belting and hose.....	19,178.98	Raw, ginned.....	6,467,400.50
Bicycles, carriages, and parts of.....	263,417.60	Duck.....	51,637.62
Bones.....	32,163.83	Shirtings.....	10,098.56
Books.....	23,575.32	Drills.....	5,855.16
Boots and shoes.....	22,606.21	Tissues, various.....	7,630.85
Brass.....		Bookbinders' cloth.....	1,496.49
Tubes.....	21,706.83	Drugs, chemicals, and medicines, sundry.....	60,345.15
Manufactures of.....	4,834.09	Electric-light apparatus.....	187,009.46
Bristles, pig.....	4,074.64	Electric-light wire.....	42,212.97
Brushes and brooms.....	887.14	Electric dynamo.....	33,119.49
Butter.....	29,132.00	Electric-light lamps.....	12,490.34
Cables, submarine and under ground.....	83,433.43	Engines, fire, and pumps.....	73,849.91
Caoutchouc.....	83,433.43	Explosives.....	1,890.41
Crude.....	17,379.70	Fish, salted.....	66,071.65
Sheet.....	8,575.06	Flour.....	1,387,702.90
Manufactures of.....	5,170.73	Fruits and nuts.....	14,418.10
Carpets.....	1,406.35	Furniture.....	8,912.71
Cars, railway, and parts of.....	34,513.39	German silver.....	1,212.13
Cattle.....	1,028.37	Ginseng.....	3,271.33
Celluloid.....	20,803.95	Glass.....	23,616.86
Cement, Portland.....	506.47	Gold, silver and platinum, liquid.....	17,596.35
Cheese.....	8,517.79	Gold and silver ware.....	990.02
Clocks.....	13,724.38	Grindstones and whetstones.....	3,850.50
Parts of.....	37,249.90	Hams and bacon.....	18,137.66
Clothing.....		Hides.....	13,470.40
Under.....	12,761.75	Hoofs, horns, hair, etc.....	2,282.90
Sundry.....	13,199.99	Hops.....	3,197.66
Coal.....	42,969.93	Horses.....	8,535.71
Confectionery.....	11,808.58	Implement and tools.....	64,090.62

*Imports into Japan from the United States during the year 1901—Continued.*

Articles.	Value.	Articles.	Value.
Indigo.....	\$7,141.82	Milk, condensed.....	\$124,956.67
Ink.....		Musical instruments.....	4,454.61
Printing.....	24,974.20	Oak bark.....	32,738.02
Lithographic and writing.....	4,932.19	Oil.....	
Instruments:		Kerosene.....	5,870,814.48
Surgical.....	31,043.33	Lubricating.....	138,756.25
Various scientific.....	32,544.30	Of turpentine.....	16,829.92
Iron and mill steel:		Cloths.....	827.18
Rails.....	496,917.35	Wax, and candles, sundry.....	10,088.98
Nails.....	832,908.02	Packing for engines.....	5,018.84
Pipes and tubes.....	269,442.40	Paint for vessels' bottoms.....	2,734.02
Rail fittings.....	114,465.30	Paint, dyes, and colors, sundry.....	28,208.21
Plate and sheet.....	68,256.00	Paper:	
Bar and rod.....	43,325.30	Cardboard.....	153,141.47
Stoves, grates, etc.....	80,768.93	Printing.....	75,759.25
Galvanized and roofing.....	26,414.92	Boxes for cigarettes.....	22,746.65
Telegraph wire.....	25,990.62	Pulp.....	9,832.52
Structural.....	247,894.94	Other.....	10,169.16
Screws, bolts, and nuts.....	21,990.68	Paraffin wax.....	186,950.69
Cables and anchors.....	8,789.78	Pencils.....	17,090.86
Rod, wire, and wire rope.....	2,740.49	Photographic apparatus.....	15,333.42
Sails.....	1,212.63	Provisions, sundry.....	84,843.26
Hoop and band.....	1,177.27	Rosin.....	41,961.48
Pig and ingot.....	1,469.10	Scales, balances, etc.....	14,352.86
Miscellaneous manufactures of.....	200,952.96	Soap:	
Jewelry, imitation.....	6,725.49	Laundry.....	12,060.07
Lamps, oil, and parts of.....	14,955.44	Toilet.....	8,366.90
Lard, tallow, and grease.....	7,450.08	Soda:	
Lead:		Ash.....	28,531.42
Pig, ingot, and slab.....	277,945.75	Bicarbonate of.....	18,212.86
Sheet.....	13,276.68	Caustic.....	16,322.45
Shot.....	1,454.66	Stationery.....	12,445.02
Pipe.....	753.47	Steel, other than mild:	
Leather:		Bar, rod, and plate.....	37,371.91
Sole.....	230,038.65	Wire rope.....	4,861.48
Cloth.....	671.70	Needles.....	646.40
Other.....	39,809.12	Miscellaneous.....	4,120.95
Liquors, other than whisky.....	1,821.19	Sugar.....	7,240.42
Locks, hinges, bolts, etc.....	19,178.97	Telephones and parts of.....	22,431.91
Locomotives, and parts of.....	390,111.29	Timber.....	139,898.66
Machinery:		Tin leaf.....	4,745.94
Boilers, engines, and parts of.....	181,314.83	Tissues, various.....	2,283.33
Cotton-weaving.....	154,772.42	Tobacco:	
Paper-making.....	125,467.12	Leaf and cut.....	15,542.98
Hoisting.....	79,997.72	Cigars and cigarettes.....	1,162.33
Sewing.....	23,476.22	Typewriters and copying presses.....	12,241.84
Drilling.....	21,639.10	Varnish.....	5,147.33
Mining.....	21,446.87	Watch cases and accessories.....	77,838.40
Turning lathes.....	16,843.85	Watch movements and fittings.....	70,006.85
Printing.....	14,978.35	Watches.....	10,116.37
Cigarette-making.....	\$11,093.95	Wheat.....	21,772.56
Sawing.....	9,204.53	Whisky.....	3,059.21
Miscellaneous, and parts.....	447,666.64	Wines.....	17,754.20
Malt.....	4,139.87	Woolen goods.....	2,093.09
Manure:		Zinc.....	5,142.35
Phosphatic.....	38,066.04	Miscellaneous.....	110,239.77
Other.....	56,698.30	Total.....	21,278,825.95
Meat, salted.....	7,066.04	Japanese goods reimported.....	25,350.19
Mercury.....	12,320.52		
Metals.....	58,238.11	Grand total.....	21,299,176.14
Meters.....	26,939.81		

*Exports to the United States from Japan during the year 1901.*

Articles.	Value.	Articles.	Value.
Antimony.....	\$11,986.86	Camphor.....	\$403,589.16
Manufactures of.....	11,668.64	Camphor oil.....	48,965.85
Bamboo.....	49,145.03	Carpets of hemp or cotton.....	85,497.64
Blinds.....	17,740.25	Chillies.....	34,596.56
Other manufactures of.....	51,207.35	Cloisonne.....	47,051.04
Beans, peas, and pulse.....	1,575.67	Clothing:	
Books.....	5,420.73	Hats and caps.....	1,646.39
Brass, manufactures of.....	1,119.50	Cotton shirts.....	887.44
Bronzes.....	41,420.65	Trimnings.....	1,909.83
Brushes:		Other.....	87,017.84
Tooth.....	121,275.45	Coal.....	50,988.78
Other.....	72,745.85	Comestibles, various.....	48,784.28

*Exports to the United States from Japan during the year 1901—Continued.*

Articles.	Value.	Articles.	Value.
Confectionery .....	\$865.62	Sea weed and kanten .....	\$7,850.88
Copper, manufactures of .....	8,684.62	Seeds .....	1,584.09
Cords and braids .....	1,194.20	Screens .....	41,785.19
Cotton tissues:		Shell fish .....	14,822.45
Chijimi .....	9,556.62	Shells, awabi .....	1,653.86
Handkerchiefs .....	782.56	Silk:	
Other .....	2,102.56	Raw .....	22,159,682.99
Drugs and medicines, sundry .....	9,746.86	Waste .....	39,080.25
Fans .....	163,020.30	Noahi .....	2,060.74
Fish, dry and salted .....	8,896.77	Tissues:	
Furniture .....	8,748.86	Habutae .....	2,420,180.98
Furs .....	2,604.54	Handkerchiefs .....	870,097.13
Gall nuts .....	4,130.41	Kaki .....	476,211.61
Gin nang .....	877.48	Embroidered .....	4,111.99
Glass .....	642.42	Chirimen .....	882.26
Gold and silver ware .....	4,256.41	Shawls .....	774.89
Hides, hair, horns, feathers, etc .....	2,023.87	Other manufactures of .....	55,504.09
Ivory, manufactures of .....	19,148.10	Soy .....	23,908.48
Jinrikisha .....	910.84	Stationery .....	2,771.57
Lacquered ware .....	37,430.18	Straw:	
Lamps .....	2,972.06	Braid .....	412,923.17
Lily bulbs .....	40,074.56	Other manufactures of .....	9,819.07
Manganese .....	46,450.45	Sulphur .....	246,580.22
Matches .....	1,245.00	Tablecloths .....	2,005.45
Matting .....	2,534,437.64	Tea:	
Menthol crystals .....	55,842.74	Green—	
Metals, sundry manufactures of .....	27,832.72	Pan-fired .....	1,998,789.35
Mushrooms .....	21,886.61	Basket-fired .....	1,084,137.34
Oil, rape seed .....	2,840.60	Black .....	307,315.29
Papers:		Dust .....	45,617.75
Copying .....	111,604.29	Lump .....	15,591.88
Napkins .....	38,461.54	Bancha .....	104.68
Lanterns .....	18,403.59	Tissues, miscellaneous .....	40,982.41
Printing and writing .....	13,886.23	Toys .....	43,875.29
Wall .....	12,950.49	Umbrellas .....	5,565.55
Labels .....	4,039.28	Sticks and handles .....	1,673.28
Imitation leather .....	873.49	Vegetable wax .....	23,836.11
Other .....	51,416.51	Vegetables and fruits .....	7,517.31
Peanuts .....	12,962.84	Vermicelli .....	2,140.90
Pictures and photographs .....	2,511.91	Wood, manufactures of .....	124,276.74
Plants .....	25,098.70	Miscellaneous .....	123,129.44
Porcelain and earthenware .....	511,516.22	Total .....	35,991,982.47
Printing machines .....	1,961.12	Reexports .....	18,098.31
Rags .....	8,888.80	Grand total .....	36,010,080.78
Rice .....	366,852.38		
Sake .....	23,356.70		

*Merchant vessels entered from foreign countries at ports of Japan during the year 1901.*

Flag.	Steamers.		Sailing vessels.	
	Number.	Tons.	Number.	Tons.
American .....	175	404,724	19	23,993
Austrian .....	107	252,876		
Belgian .....	7	12,246		
British .....	1,644	4,080,583	33	30,138
Chinese .....	8	6,135	1	157
Korean .....	24	7,534	16	451
Danish .....	15	34,513		
Dutch .....	13	27,974		
French .....	154	303,690	7	10,791
German .....	385	1,192,153	19	26,381
Japanese .....	8,042	3,861,659	1,344	67,139
Norwegian .....	182	240,906		
Russian .....	284	455,243	9	828
Swedish .....			1	1,711
Total .....	6,040	10,879,736	1,449	171,644

## TRADE OF JAPAN, 1902.

At the opening of 1902, the trade conditions of Japan seemed very prosperous and the outlook was bright for the future, but unseasonable frosts during May caused serious damage to the crop of tea leaves and to the mulberry shoots needed for silkworm culture, and long continued cool, rainy weather later in the season resulted in a marked bullish tendency in the rice market. Later conditions have been more favorable, and there has been a partial recovery from these depressing tendencies. A second growth of tea leaves appeared, and the export of tea during the first six months of the year was slightly less than for the corresponding period of 1901, and considerably in excess of that of 1900. The loss on raw silk, as compared with the first six months of last year, amounts to more than \$3,500,000, or about 25 per cent. There was a marked increase in the sales of silk tissues, especially in kaiki, but this is from the product of last year's silk crop, and it is to be feared that the injury to this year's worms will show again later, in the output of silk tissues.

Since rice is an important article of food among the people of this country, the apprehension of a short crop has excited more fear than the discouraging prospects in either of the other staples, and considerable imports have already been contracted for in anticipation of a shortage; but the hot weather of the last few weeks has improved the situation, and the latest reports now indicate a crop only about 2½ per cent below the average, if the conditions continue favorable until harvest.

There have been no marked changes in any other important article of export, some being slightly greater than last year while others are a little less, and the export of a few minor articles having doubled in value, while that of others, also of small importance, has fallen to one-half or one-third of last year's figures. The total exports have fallen off to an amount approximately equal to the loss on silk and tea.

The imports show a small increase over the first six months of last year, but the increase in the total is only about one-eighth of that in raw cotton alone, showing that there must have been a decrease in some other lines, and indicating that the growth of imports is for the extension of industrial works, rather than for the satisfaction of an increased desire for luxuries, an inference which is generally borne out by a close inspection of the financial tables.

The proportion which the trade with the United States bore to the total trade of the Empire was a little larger than last year, owing to the large imports from the States of raw cotton and shirtings and cotton prints. Until this year, American sales of the latter to Japan have been insignificant, but during the period under review, we stood third in trade in this commodity. In some other lines, especially in various manufactures of iron, in which we formerly took the lead, we have permitted ourselves to be far outstripped by European countries.

## GOVERNMENT FOUNDRY.

Some years ago, the Japanese Government made provision for the establishment of an iron foundry at Wakamatsu, in the northern part of Kiushiu Island. It was originally supposed that an outlay of

\$2,000,000 or \$2,500,000 would be sufficient for the enterprise, but an engineer having been sent to Europe and America to investigate, reported that at least \$5,000,000 more would be required. This and additional sums were voted until the total reached \$10,000,000, which would probably have proved sufficient had prices remained where they were when the investigations were made—1896–1898. But a rise in prices caused the manager to depart from the officially approved programme, more appropriations were requested, the manager has been removed from his position with a reprimand for applying funds without authorization, and the Government must either lose a large part of the sums already expended or add to the large amounts which have been voted for this work. The foundry has begun to turn out from 2,000 to 3,000 tons of pig iron per month and about 80 tons of rails a day, and it employs about 3,000 workmen. It is not, however, on a paying basis, both the pig iron and the rails from the Government works costing more than if purchased in the open market, while a Government railway which depended on the foundry to furnish rails for an extension was delayed by the inability of the works to get them out more than a month after the time agreed on. The Government undertook this work for the purpose of becoming independent of foreign nations in the building of war ships, but it is said that there are private iron-working establishments in Japan which are much more successful than the Government foundry. The Sumitomo Iron Works at Osaka, a private company, which has hitherto confined its business to making anchors for the Japanese navy and wheels for railways, is now making arrangements to turn out tires.

#### OSAKA EXPOSITION.

Several steamship and railway companies have united in a request to the Osaka exposition authorities for an independent hall for the exhibition of transportation articles, and have offered to bear all the expense for its establishment if the request is granted, as it is likely to be. For a long time, a national exposition has been held in Japan once in five years. The next one occurs in Osaka in 1903, and the managers have invited exhibits from America and European countries, besides which the display of Japanese products and industries is expected to be more extensive than usual.<sup>a</sup>

#### FOREIGN CAPITAL.

A New York City capitalist has lately become interested in the reorganization of a gas company which secured a franchise in Osaka in 1896, and this has brought again into prominence the question of the introduction of foreign capital for the development of native industries. There is a considerable class of Japanese who see that capital is needed to promote the growth of many industrial interests, and wish to procure it from abroad; but another numerous class are ready with obstructive tactics whenever there seems a likelihood of foreigners obtaining a majority of the stock in any enterprise, and these, crying, "Japan for the Japanese," frequently raise a turmoil

<sup>a</sup> See Consular Reports Nos. 260, 263, and 269. (Advance Sheets Nos. 1283, 1306, 1379, and 1529.)

that frightens away all capital not already involved. In the case of the Osaka Gas Company, the charter had been secured from the governor, but the enterprise had lain stagnant for some years for lack of funds, when an American promoter bought up the old shares, put in the money required to comply with the law and place the business on a firm basis, revised the articles of association, and was proceeding under the old charter, when, just as he was ready to receive subscriptions for shares to increase the capitalization, the mayor made demand for payment to the municipality of a large sum for the privilege of laying pipes. As this demand was not justified by the terms of the charter, the company manager referred the question to the home minister of the Imperial Government, and was assured that the mayor would be required to recede from his position. The contention of the opposition is best shown by the following translation, taken from the Japan Herald of September 9, 1902:

The Osaka Mainichi, a journal which supports the Osaka Gas Company, publishes the following report of an interview with Mr. Tsuruhara, the mayor of Osaka. Mr. Tsuruhara said:

"The capital of the gas company is at present 4,000,000 yen (about \$2,000,000), but the company intends to increase it to some 10,000,000 yen (\$5,000,000) in due course, and to carry on the business on a more extensive scale. The profits of the business can be imagined. When it is thought that the greater part of the profit made by the company will be taken away by foreigners, it is impossible for Japanese to look on in silence. Both Mr. Kataoka, president of the gas company, and Mr. Hiraga are my personal friends, but in public affairs I shall not give way to personal feelings. They refer to the law and quote the charter granted by the governor, and to the statement of the home minister, and say that when the matter is brought into the court of administrative litigation, they will win. While they are thinking in this way I will advance straight on with my policy. I am sure to obtain ultimate victory. The inhabitants of Osaka City are the customers of the gas company. I will appeal to the inhabitants of the city from financial and moral points of view, and induce them to give no protection to the company but to withdraw their support from it.

While the introduction of foreign capital for private or semipublic enterprises is thus hampered, the credit of the nation, as indicated by quotations in foreign markets on national and municipal bonds, is improving, and rates of interest within the Empire continue to fall.

#### SAVINGS BANK.

In 1875, the Government instituted a post-office savings bank system, with a view to encouraging a habit of thrift among the people. At the end of 1901, there were 2,275,680 depositors, or 4 per cent of the population, with an average deposit of \$5.88, a small amount as compared with the savings accounts of Europe and America, but the standard of wealth and living in the Orient is much lower than in Western nations. The following table shows the highest wages reported paid in Yokohama in the trades named:

Shipwright.....per day..	\$0.45	Laundryman.....per month..	<sup>a</sup> \$7.50
Carpenter.....do....	.43	Confectioner.....do....	<sup>a</sup> 10.00
Mason.....do....	.45	Bootmaker.....do....	17.50
Tile roofer.....do....	.35	Man servant.....do....	<sup>a</sup> 2.00
Tobacco cutter.....do....	.40	Rice cleaner.....per day..	.20
Compositor.....do....	.50	Blacksmith.....do....	.37
Painter.....do....	.45		

<sup>a</sup> And food.

## GINSENG.

It is said that most of the ginseng produced comes from only three countries—Korea, Japan, and the United States. The Korean Government maintains a State monopoly in this product, and the producers of the United States are reported to have a trust, but the Japanese have not protected themselves in any way, and have sold at prices far below those received in the other two countries. As a Japanese company is the sole agent of the Korean Government for the sale of this article, it is now proposed to form a trust in Japan to operate through the same company. The articles of the proposed trust stipulate that, during a term of five years, the members shall sell all their ginseng products through this company, the Mitsui Bussan Kaisha, paying a commission of 9 per cent to the company and its agents, and receiving an advance of 70 per cent on the value of the ginseng. The Mitsui Bussan Kaisha reserves the right to fix the selling price, excepting an established reserve. It is said that this company burned about 10,000 pounds of Korean ginseng early in the spring, to check the fall in price of this commodity. The Japanese ginseng during a number of years has sold for prices ranging from 36 to 58 cents a pound.

E. C. BELLOW, *Consul-General.*

YOKOHAMA, *September 13, 1902.*

*Exports from Japan during the six months ended June 30, 1902.*

Articles.	Value.	Articles.	Value.
Awabi (shell fish).....	\$101,469.49	Mushrooms.....	\$159,856.52
Bamboo.....	84,511.60	Paper:	
Manufactures of.....	107,136.24	European.....	59,885.00
Beer.....	124,216.48	Copying.....	80,157.56
Brushes, tooth.....	100,657.75	Porcelain.....	549,964.23
Buttons.....	84,394.07	Peanuts.....	75,041.68
Camphor.....	908,637.93	Rice.....	2,646,533.96
Camphor oil.....	27,133.03	Sake.....	170,755.24
Carpets of cotton, hemp, etc.....	166,147.76	Salt.....	126,863.03
Cement, Portland.....	35,983.99	Screens.....	108,066.00
Cigarettes.....	397,512.57	Seaweed.....	136,340.96
Clocks.....	62,550.29	Shrimps.....	43,790.63
Coal.....	4,487,298.72	Silk:	
Copper.....	2,263,691.87	Raw.....	12,820,121.57
Coral.....	35,737.97	Noahi and waste.....	1,089,565.24
Cotton:		Handkerchiefs.....	806,432.81
Raw.....	6,820.62	Tissues—	
Blankets.....	47,286.69	Habutae.....	6,044,708.06
Tissues—		Kaiki.....	667,778.82
Chiffmi.....	117,056.42	Soy.....	86,614.15
Flannels.....	41,724.98	Straw braid.....	654,672.49
White.....	219,251.47	Sulphur.....	141,728.81
Gray shirtings.....	345,648.35	Tea:	
T cloths.....	406,888.41	Green—	
Other.....	189,512.90	Pan-fired.....	1,060,409.49
Underclothing.....	46,780.22	Basket-fired.....	569,800.32
Yarns.....	4,267,365.98	Other.....	110,737.77
Cuttle fish.....	371,442.76	Box boards.....	101,111.43
Fans.....	169,610.33	Timber:	
Fish oil.....	252,677.73	Railway sleepers.....	99,626.79
Furs.....	167,918.63	Other.....	182,254.04
Ginseng.....	91,208.70	Towels.....	172,071.45
Glass, looking.....	106,285.75	Umbrellas.....	404,963.56
Iriko, béche de mer.....	61,466.65	Vegetable wax.....	157,468.68
Kanten, colle vegetale.....	406,272.90	Miscellaneous.....	5,012,372.39
Lacquered ware.....	212,952.77		
Lamps and parts of.....	153,273.44	Total.....	54,750,750.97
Lily bulbs.....	3,062.20	Reexports.....	453,293.52
Matches.....	1,960,748.67		
Matting.....	1,706,280.55	Grand total.....	55,204,049.49
Menthol crystals.....	81,218.84		

*Imports into Japan during the six months ended June 30, 1902.*

Articles.	Value.	Articles.	Value
Alcohol .....	\$47,955.91	Leather .....	\$359,717.35
Aniline dyes .....	332,241.70	Locomotives .....	883,982.37
Beans, pease, and pulse .....	1,013,041.56	Machinery and engines .....	1,779,122.93
Cables, submarine and under-ground .....	22,093.27	Malt .....	77,507.72
Coal .....	301,359.72	Milk, condensed .....	220,145.88
Cotton seed .....	111,277.10	Oil .....	
Cotton:		Kerosene .....	4,261,681.31
Raw—		Cake .....	2,513,960.73
Ginned .....	25,387,561.42	Paper .....	
In the seed .....	282,086.62	Printing .....	313,599.66
Prints .....	380,568.11	Other .....	476,226.44
Satin and velvets .....	457,509.61	Paraffin wax .....	129,323.63
Shirtings—		Phosphates, manure .....	96,572.16
Gray .....	854,132.75	Plush and velvets .....	134,073.51
White .....	375,669.29	Potash, chlorate of .....	227,896.25
Other .....	46,215.41	Rice .....	1,987,061.83
All other tissues .....	567,236.10	Soda ash .....	170,232.34
Yarns .....	562,083.81	Soda, caustic .....	213,291.41
Eggs .....	317,548.21	Steel .....	140,294.67
Fish, salted .....	91,001.03	Sugar .....	2,174,116.61
Flax, hemp, jute, china grass .....	310,091.15	Timber .....	179,631.09
Flour, meal, and starch .....	720,806.70	Tin, ingot, block and slab .....	106,249.80
Glass, window .....	515,286.18	Tussah silk yarn .....	243,552.42
Hides .....	192,982.47	Watches .....	52,140.10
Indigo .....	930,996.06	Wool .....	709,533.47
Iron and mild steel:		Woolens:	
Pig and ingot .....	238,948.37	Flannels .....	40,403.24
Bar and rod .....	965,721.78	Italian cloths .....	124,795.81
Plate, sheet, and galvanized .....	1,222,159.74	Mousselines .....	649,568.79
Nails .....	398,196.82	Cloths .....	148,353.70
Pipes and tubes .....	285,086.57	Mixed .....	82,096.79
Telegraph wire .....	182,471.09	All other tissues .....	221,953.02
Rails .....	214,918.87	Woolen yarns .....	76,920.68
Rail fittings .....	102,820.07	Zinc sheets .....	283,069.59
Wire and small rod .....	72,067.49	Miscellaneous .....	8,756,636.29
Structural .....	117,554.39	Total .....	66,036,322.88
Other .....	223,126.90	Reimports .....	85,228.22
Tinned plates .....	204,109.28	Grand total .....	66,121,551.10
Lead .....	127,998.85		

### SUPPLEMENTARY.

Consul-General Bellows sends from Yokohama, Japan, September 23, 1902, a clipping from the Japan Mail of the 20th instant, in regard to the Osaka Gas Company's situation. He adds:

The controversy between the gas company and the municipality is attracting wide attention, and the manner of its settlement will exert an extended influence on the future introduction of foreign capital into Japan.

The clipping reads:

#### THE OSAKA GAS COMPANY.

The Nichi Nichi Shimbun publishes a powerful article—the first of a series—on this now much-discussed question. From this article, we learn at length what are the demands preferred by the Osaka municipality. It appears that when the gas company was formed six years ago, its capital was fixed at 350,000 yen (\$174,300), out of which 140,000 yen was paid up (\$69,720). The 20-yen (\$9.96) paid up shares were then selling for only 5 yen (\$2.49), and the company's prospects were not brilliant. There appears to have been no restriction whatever as to increase of capital. The law does not permit a company to make additions to its capital until the sum originally fixed is paid up, and the charter usually determines what amount of ultimate increase is permitted, pending fresh sanction. But the Osaka charter did not, it would seem, contain any provision on that subject. For nearly six years things remained in this condition, and last fall the company commenced works of construction at Matsushima. But the municipality said not one word. It remained content with the charter which gave it nothing beyond a consultative right with



regard to matters relating to works of construction. Then suddenly, when the company, having obtained the cooperation of foreign capitalists, promised to become a flourishing concern, the municipality stepped forward with these demands:

"1. That the consent of the municipality must be obtained by the company whenever the latter proposes to increase its charge for gas.

"2. That although the period of the company's charter is ninety-nine years, the company must agree that at the end of twenty-five years, the city shall have the option of buying up the concern at a price based on the average earnings for the previous three years.

"3. That all gas supplied to the city for public purposes must be at a reduced rate.

"4. That the company must pay to the city a certain fraction of its gross earnings.

"5. That the company must pay to the city a certain fraction of its net earnings.

"6. That all increases or diminutions of capital as well as issues of debentures must have the city's approval."

We entirely agree with the *Nichi Nichi Shimbun* that these conditions are quite monstrous. If the municipality merely asked for a reasonable percentage of the company's net earnings, the public would indorse the proposal, though, in view of the charters having been already granted and suffered to remain unchanged for six years, no demand of the kind could be advanced as a right. But the procedure of the municipality amounts to total disregard of the existence of a charter. The municipality's demands will be interpreted by the public, and must be interpreted by the public, as an evidence of the value attaching to the sacredness of a compact in the eyes of the citizens of Japan's manufacturing center. Most assuredly, the company's public duty as well as its sense of business expediency dictate some concession to the city, but that its charter should now be radically and injuriously changed in deference to popular clamor is a preposterous proposition.

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## KOBE.

The former title of this consular district was Osaka and Hiogo, but on July 1, 1902, it was changed to that of Kobe, and the change was a most fitting one, as nearly all of the shipping business, both export and import, had been done at the port of Kobe since the establishment of trade relations with this portion of Japan, while the old and contiguous city of Hiogo had scarcely figured except to lend its name as a part of the title.

Thirty-six years ago, the district was properly named Osaka and Hiogo, Kobe not then being in existence. Osaka was at that time, as at present, an important city, noted for its manufacturing interests, although they were in their incipency, while Hiogo was one of Japan's unprogressive and most antiquated cities. Osaka has now developed into a large and busy city, containing over a million of inhabitants, and with its numerous and extensive cotton and other mills is the chief manufacturing center of Japan. Hiogo is yet a Japanese town, characteristically so, and in so far as the title of mayor is concerned has no municipal identity, the chief officer of the combined cities of Kobe and Hiogo being designated the mayor of Kobe.

It was to the city of Osaka and the one in embryo afterwards called Kobe that the business of foreign merchants in this consular district was originally confined; but unfortunately for Osaka, the heavy sand bars in the bay prevented the entrance of large vessels, the result of which was the settlement of all the shipping interests at Kobe and the building of it up as a modern city, with substantial and fine business blocks, well-laid streets, and a thoroughly commercial appearance. It should be noted in recognition of the present Japanese management of the

former foreign settlement, that the city has not retrograded since it came under Japanese jurisdiction three years ago.

Among the commercial features at this port during 1901 were an increase of exports and a decrease of imports, the increase of exports being \$3,735,000 and the decrease of imports \$5,727,000.

The total trade of the port was lessened to the extent of \$1,992,000 as compared with 1900, while the excess of imports over exports was \$24,277,500, against an excess of \$33,739,500 in the year previous. The largest decreases were in cotton yarns, bar and rod iron, and in mousseline de laine, the latter accounting for more than 4,000,000 yen (\$1,992,000) of the decrease.

The decline in imports was in specie, which represented hardly one quarter of the value in 1900. As was said of the year 1900, so must it be said of 1901—that the year did not bring to this port and portion of Japan the measure of relief from depressed trade conditions which had been so largely desired; but, on the contrary, the blow received by the cotton and other manufacturing interests at Kobe and at Osaka consequent upon the late insurrection in China added to the general dullness throughout the Empire.

The customs returns for the year show a considerable shrinkage in the general purchasing ability of the Japanese people, and this condition is felt more keenly by importers at the open ports than by the people themselves.

Merchants engaged in foreign trade at this port last year sold more and bought less than during 1900, the aggregate foreign trade having amounted to \$101,186,254, which consisted of exports valued at \$38,448,700 and imports valued at \$62,737,553; but so far as the trade balance against the port is concerned, there is shown the considerable improvement of \$9,462,000 when compared with that of 1900.

*Trade of Kobe and Osaka, by countries, during 1901, compared with that of 1900.*

Country.	Exports.		Imports.	
	1900.	1901.	1900.	1901.
<b>Asia:</b>				
China.....	\$10,696,558	\$14,523,259	\$9,090,650	\$7,549,084
Hongkong.....	10,624,524	9,381,941	1,545,519	1,041,701
Korea.....	4,090,644	4,598,356	2,963,728	3,361,601
British India.....	1,885,584	1,545,047	9,540,758	18,567,416
Philippine Islands.....	680,965	372,869	445,648	541,066
Russian Asia.....	633,584	238,572	813,988	4,508
Dutch India.....	14,754	20,617	510,728	750,110
Anam and other French India.....	16,515	5,661	906,970	1,411,635
Siam.....	9,851	6,066	214,005	468,775
<b>Total.....</b>	<b>27,651,979</b>	<b>30,692,408</b>	<b>25,521,994</b>	<b>33,695,841</b>
<b>Europe:</b>				
France.....	448,238	513,460	2,184,076	982,638
Italy.....	126,572	277,121	62,860	30,665
Great Britain.....	2,700,536	2,672,188	14,433,914	9,730,476
Germany.....	349,984	1,210,250	6,173,391	6,564,314
Austria-Hungary.....	124,274	478,817	1,134,763	884,075
Russia.....	9,560	6,787	14,456	36,091
Belgium.....	21,370	162,624	1,600,760	1,412,190
Holland.....	30,860	110,585	140,292	105,421
Switzerland.....		3,146	649,728	554,682
Turkey.....	13,415	17,129		954
Spain.....	5,783	7,064	14,852	7,890
Sweden and Norway.....	1,217	296	106,841	85,414
Denmark.....	1,598	4,589	363	1,060
Portugal.....	437	565	467	4,563
<b>Total.....</b>	<b>3,833,844</b>	<b>5,454,571</b>	<b>26,515,077</b>	<b>20,400,943</b>

*Trade of Kobe and Osaka, by countries, during 1901, compared with that of 1900—Continued.*

Country.	Exports.		Imports.	
	1900.	1901.	1900.	1901.
<b>America:</b>				
United States .....	\$6,202,328	\$6,762,469	\$18,702,922	\$11,485,097
Canada and other British America .....	414,554	357,627	21,554	15,188
Mexico .....	82	2,437	322	330
Peru .....			5,319	288
<b>Total.....</b>	<b>6,616,964</b>	<b>7,122,533</b>	<b>18,730,117</b>	<b>11,500,823</b>
<b>All other:</b>				
Australia .....	675,432	835,427	333,981	276,852
Hawaii .....	328,601	598,367	57	997
Egypt .....	48,125	15,860	533,060	656,238
<b>Total.....</b>	<b>1,047,158</b>	<b>1,439,644</b>	<b>917,118</b>	<b>934,147</b>
<b>Other countries.....</b>	<b>33,015</b>	<b>26,228</b>	<b>1,545,872</b>	<b>1,181,765</b>
<b>Unknown.....</b>	<b>11,169</b>	<b>11,169</b>	<b>88,226</b>	<b>126,915</b>
<b>Grand total.....</b>	<b>39,182,960</b>	<b>44,746,558</b>	<b>73,318,404</b>	<b>67,840,495</b>

*Percentages of foreign trade at Kobe and Osaka.*

EXPORTS.

Country.	1900.		1901.		Gain over 1900.	Loss.	Total trade, 1901.
	Percent-age of exports.	Value of exports.	Percent-age of exports.	Value of exports.			
United States.....	25.51	\$18,702,922	16.93	\$11,485,097	<i>Per cent.</i>	<i>Per cent.</i>	\$18,247,586
Great Britain.....	19.67	14,433,914	14.34	9,780,476		8.58	12,402,094
Germany.....	8.42	6,173,391	9.68	6,564,814	1.26	5.33	7,775,064
France.....	2.98	2,184,076	1.43	982,638		1.55	1,696,098
Belgium.....	2.18	1,600,759	2.08	1,412,190		.10	1,574,814
Austria.....	1.55	1,134,763	1.80	884,076		.25	1,362,882
Switzerland.....	.89	649,728	.82	554,682		.07	587,828

IMPORTS.

Country.	1900.		1901.		Gain over 1900.	Loss.
	Percent-age of imports.	Value of imports.	Percent-age of imports.	Value of imports.		
United States.....	15.82	\$6,202,328	15.11	\$6,762,469	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain.....	6.39	2,700,536	5.97	2,672,188		.71
Germany.....	.89	349,984	2.70	1,210,250	1.81	.42
France.....	1.14	448,238	1.12	508,460		.02
Belgium.....	.06	21,370	.86	162,624	.31	
Austria.....	.32	124,274	1.07	478,817	.75	
Switzerland.....			.007	3,146	.007	

## Imports and exports at Kobe in 1901 and 1900.

## IMPORTS.

Articles.	1901.		1900.	
	Quantity.	Value.	Quantity.	Value.
<b>Cotton:</b>				
Ginned.....pounds..	283,258,800	\$25,682,576	284,332,533	\$25,307,827
Unginned.....do....	15,932,669	421,506	18,821,200	472,071
Yarn.....do....	1,674,667	462,890	4,268,133	1,112,245
<b>Shirting:</b>				
Gray.....yards..	9,800,297	360,949	5,182,922	261,172
White.....do....	2,545,279	143,785	28,594,943	1,033,147
T cloth.....do....	51,663	3,158	29,618	1,452
Turkey reds.....do....	601,964	40,157	1,877,631	120,816
Cotton velvets.....do....	882,586	104,977	485,716	125,654
Victoria lawns.....do....	1,010,290	82,961	2,363,171	79,694
Cotton, Italian.....do....	4,868,337	588,887	12,143,866	1,302,936
Silk-faced satins.....do....	23,289	12,082	37,516	19,667
Chintz, printed cotton.....do....	2,749,079	195,897	9,643,831	670,338
Cotton handkerchiefs.....do....	139,976	31,250	131,290	31,676
Cotton piece goods.....do....		823,794		2,602,928
Wool.....pounds..	2,082,533	275,401	1,226,933	271,946
Wool yarn.....do....	530,933	233,662	475,867	241,044
Blankets.....do....	82,788	29,461	222,213	76,008
Italian cloths.....yards..	548,820	96,103	910,415	183,331
Mousselines.....do....	9,011,061	1,247,548	15,470,667	2,350,963
Flannels.....do....	143,351	38,242	542,163	171,315
Woolen cloth.....do....	507,434	243,333	896,898	468,122
Other woolen manufactures.....do....		584,904		1,029,269
Other textile fabrics.....do....		74,421		30,901
Clothing and apparel.....do....		280,636		298,332
<b>Iron:</b>				
Pig.....pounds..	61,894,583	527,708	31,633,067	296,113
Bar.....do....	61,412,000	1,043,007	56,425,600	1,152,768
Pipe.....do....		178,936		849,283
Plates.....do....	26,453,200	477,750	37,984,000	812,176
Galvanized.....do....	4,135,200	148,618	6,166,533	305,926
Wire nails.....do....	15,992,533	339,171	23,801,733	586,066
<b>Lead:</b>				
Sheets.....do....	423,333	14,354	1,644,800	68,735
Tubes.....do....		662		1,686
<b>Tin:</b>				
Tin plate.....pounds..	561,733	142,679	573,600	149,338
Zinc and zinc sheets.....pounds..	2,458,267	106,559	8,833,467	48,725
Other metals and manufacture of metals.....do....		2,362,117		526,070
Arms and munitions of war.....do....		1,457		2,340,082
Spinning machinery.....do....		368,032		9,554
Railway machinery.....do....		474,824		301,766
Other machinery.....do....		2,045,116		209,396
Rails and railway materials.....do....		206,027		1,928,075
Phosphorus.....pounds..	345,733	152,992	334,000	495,246
Bicarbonate of soda.....do....	3,691,467	50,347	2,335,067	147,850
Chlorate of potash.....do....	3,669,733	251,659	4,601,067	33,812
Other chemicals.....do....		1,049,656		277,962
<b>Glass:</b>				
Plate.....do....		64,645		1,268,978
Window.....100 square feet..	108,637	831,141	87,212	44,081
Grain, beans.....pounds..	111,445,467	1,062,738	73,414,267	244,881
Rice.....do....	178,750,533	2,292,461	92,525,867	775,779
Other seeds.....do....		568,332		1,214,363
Kerosene.....gallons..	23,868,913	2,778,261	24,401,542	453,975
Sugar:				
Brown.....pounds..	46,197,833	1,085,016	39,757,333	2,769,666
White.....do....	117,782,133	3,438,419	91,237,733	796,421
Other.....do....		7,767		2,639,352
Clocks.....do....		123,687		13,214
Dyes and paints.....do....		1,066,679		153,271
Flax and hemp yarn.....pounds..	130,400	49,500	438,667	1,428,745
Gunny bags.....do....		17,022		109,311
Hemp and jute.....pounds..	10,715,467	896,881	9,010,267	19,945
Leather and hides.....do....	2,292,133	841,175	2,746,400	364,018
Oilcake.....do....	204,410,000	1,660,596	182,549,867	525,245
Paper and stationery.....do....		684,357		1,117,255
Paraffin wax.....pounds..	3,866,267	183,835	3,959,200	1,217,924
Provisions and flours.....do....		1,027,748		218,577
Tobacco and cigarettes.....do....		29,814		1,174,140
Vessels sold.....pieces..	4	33,963	2	250,310
Unenumerated articles.....do....		3,509,202		127,333
<b>Total.....</b>		62,691,136		3,047,809
<b>Treasure.....</b>		3,651,232		4,857,988

## Imports and exports at Kobe in 1901 and 1900—Continued.

## EXPORTS.

Articles.	1901.		1900.	
	Quantity.	Value.	Quantity.	Value.
Antimony.....pounds..	610,400	\$38,540	836,667	\$53,638
Bamboo and bamboo ware.....		337,320		361,185
Bêche de mer.....pounds..	157,333	23,829	103,600	15,420
Camphor.....do.....	5,244,800	1,337,581	4,262,400	1,430,136
Camphor oil.....do.....	2,079,333	119,202	602,133	40,473
Carpets.....number.....	533,167	306,529	769,009	436,312
Coal.....tons.....	745	2,332	87,791	306,406
Copper.....pounds..	26,419,600	\$,815,724	26,855,333	\$,611,329
Copper wire.....do.....	152,933	19,247	150,000	24,322
Coral.....do.....	50,308	253,144	40,581	175,561
Cotton:				
Piece goods.....pieces..	763,722	237,211	909,674	333,221
Flannel.....do.....	303,029	207,989	327,562	237,637
Underwear.....dozens..	143,978	106,770	186,608	90,659
Yarns.....pounds..	68,117,733	8,657,418	68,487,600	8,405,271
Cuttlefish.....do.....	2,079,067	162,332	1,478,000	119,759
Fans.....number.....	17,896,028	335,742	25,552,957	434,323
Feathers.....pounds..	297,867	20,974	333,600	42,330
Fish oil.....do.....	2,101,733	61,479	2,708,067	72,746
Gallnuts.....do.....	155,600	15,613	1,124,133	121,530
Ginseng.....do.....	122,933	59,276	163,467	56,451
Glassware.....do.....		78,673		92,925
Isinglass.....pounds..	1,691,467	473,920	1,745,200	434,515
Lacquered ware.....do.....		87,872		77,618
Leather and hides.....pounds..	329,067	42,823	903,333	128,502
Manganese.....do.....	6,023,667	27,481	12,449,867	41,787
Matches.....gross.....	23,416,087	\$,438,306	18,261,943	2,709,155
Matting.....pounds..	1,242,933	2,597,253	978,533	1,604,346
Mushrooms.....do.....		249,962		203,456
Paper and paper ware.....		198,488		197,008
Porcelain.....do.....		366,123		907,216
Rugs.....pounds..	1,175,200	9,449	9,375,733	84,067
Rice.....do.....	148,151,333	2,944,429	56,082,133	1,193,334
Sea-weeds.....do.....	10,162,667	121,647	\$,682,000	48,343
Screens.....number.....	113,455	176,613	176,702	185,043
Sharks' fins.....pounds..	72,933	11,259	69,200	10,967
Shells.....do.....		20,963		22,656
Shellfish.....do.....		43,374		32,613
Shrimps.....pounds..	1,964,667	144,552	1,381,867	102,094
Silk:				
Handkerchiefs.....dozens..	39,252	65,450	19,047	30,365
Raw.....pounds..				14,560
Waste and cocoon.....do.....	821,272	247,029	900,210	375,447
Piece goods.....pieces..	23,869	140,160	23,869	137,564
Soap.....do.....		57,962		50,829
Straw braid.....do.....		1,419,261		1,799,182
Sulphuric acid.....pounds..	2,113,600	23,685	2,215,467	26,630
Tea.....do.....	14,481,908	1,669,020	14,030,398	1,728,866
Tea dust.....do.....	1,879,562	40,167	1,877,036	42,765
Timber, planks, etc.....		75,963		63,091
Tobacco:				
Leaf.....do.....				
Cigarettes.....dozens..		681,491		233,639
Umbrellas.....number..	1,704,893	337,073	1,664,996	361,607
Wax:				
Bees.....pounds..	47,733	8,625	34,400	5,654
Vegetable.....pounds..	4,787,600	269,851	4,556,400	257,662
Wine, sake.....gallons..	507,177	270,625	273,399	149,707
Unenumerated articles.....		4,297,207		3,630,213
Total.....		37,805,298		33,586,123
Treasure.....		4,644,402		17,017,217

## Chief articles showing increase at Kobe.

Articles.	1900.	1901.
Beans.....	\$773,779	\$1,082,739
Bean cake.....	1,117,255	1,660,568
Gray skirtings.....	261,172	360,949
Pig iron.....	296,113	527,708
Refined sugar.....	2,639,362	3,433,419

*Chief articles showing decrease at Kobe.*

Articles.	1900.	1901.
Cotton:		
Piece goods.....	\$2,602,928	\$823,794
Yarns.....	1,112,285	462,890
Italians.....	1,302,936	588,887
Prints.....	670,338	195,897
Mousseline de laine.....	2,350,962	1,247,548
Paper and stationery.....	1,217,924	684,357
White shirtings.....	1,033,147	143,786
Woolen manufactures.....	1,029,269	534,904
Zinc and zinc sheets.....	526,070	101,558

## UNITED STATES TRADE.

A review of the customs returns for 1901 shows that the United States is not only holding its own in exports to Japan of certain very important articles of commerce, but that, in many other lines, it continues to make satisfactory gains. A fact worthy of note is the recovered market for American locomotives.

There is probably no other article of export to this country for which the market is so severely contested as locomotives, and in addition to this, they are subjected by the Japanese purchaser to rigid Governmental and private tests. However, American makers of locomotives were not worsted in Japan last year; on the contrary, instead of the proportionate valuation remaining as in 1900, when Great Britain sold \$360,177 worth against \$169,562 worth by the United States, the figures were: Great Britain \$447,057, and the United States \$390,677, and this more than doubling of our export was accomplished in the face of as much opposition as American makers generally have to meet.

Satisfactory gains have been made in imports of our weaving machinery, steam boilers and engines, fire engines and pumps, implements and tools of farmers, crane machinery, plate and sheet iron, iron screws, various iron manufactures, lead, submarine and underground cables, and kerosene oil, and a very great gain was made last year in our direct export of alcohol, much of which commodity had formerly been sold to merchants in Germany for their Japanese trade.

But the customs returns also show that our exports to Japan during 1901 fell off quite seriously in some other lines, and with no apparent cause other than that interest in this business seems to have been lost by our exporters. This was very noticeable in our exports of rails, iron pipes and tubes, iron wire and small rod, telegraph wire, brass tubes, and in far too many other items of export in which we had previously shared. A decrease was to be expected, but not to the extent shown by the returns.

*Chief imports from United States into Japan, 1901.*

Articles.	Value.	Articles.	Value.
Balances, measuringscales, and tapes.	\$14,353	Implements and tools of farmers and mechanics and parts thereof .....	\$64,091
Clocks:		Instruments:	
Standing and hanging.....	13,724	Dynamo, electric .....	33,119
Parts thereof .....	37,250	Surgical .....	31,043
Electric-light apparatus and parts thereof.....	187,010	Instruments or apparatus, photographic and parts thereof.....	15,334
Fireengines, pumps and part thereof	73,850		

*Chief imports from United States into Japan, 1901—Continued.*

Articles.	Value.	Articles.	Value.
Locomotive engines and parts thereof.....	\$280,111	Iron—Continued.	
Machinery:		Materials of bridges and buildings.....	\$347,895
Cigarette making, and parts thereof.....	11,088	Steel—bar, rod, plate, and sheet.....	37,432
Crane, and parts thereof.....	79,996	Tubes:	
Drilling, and parts thereof.....	21,639	Brass.....	21,706
Mining, and parts thereof.....	21,447	Copper.....	26,159
Paper making, and parts thereof.....	133,983	Door locks, knobs, bolts, hinges, etc.....	19,179
Printing, and parts thereof.....	14,978	Lead:	
Cotton weaving, and parts thereof.....	154,772	Pig, ingot, and slab.....	277,946
Meters, water.....	26,050	Sheet.....	13,276
Sewing machines and parts thereof.....	23,476	Mercury.....	12,321
Sporting guns and accessories.....	12,746	Oil:	
Steam boilers, engines, and parts thereof.....	181,243	Kerosene, in cans.....	5,865,634
Telephones and parts thereof.....	22,432	Lubricating.....	133,756
Turning lathes.....	16,844	Oil or spirits of turpentine.....	16,330
Typewriters and copy presses.....	12,242	Paraffin wax.....	186,961
Watch cases and accessories.....	77,838	Books.....	23,575
Watch movements and fittings.....	70,007	Ink, printing.....	24,974
Butter.....	29,132	Paper, printing.....	75,759
Condensed milk.....	124,957	Pencils.....	17,099
Confectionery and sweetmeats.....	11,309	Cotton:	
Flour.....	1,387,708	Raw, ginned.....	6,467,401
Fish, salted.....	66,072	Duck.....	51,638
Fruits, fresh or dried, and nuts.....	14,418	Tobacco, cut.....	14,949
Ham and bacon.....	18,138	Wine.....	16,074
Boots and shoes.....	22,606	Caoutchouc, crude.....	17,390
Alcohol.....	51,822	Celluloid.....	20,804
Rosin.....	41,961	Coal.....	42,970
Soda:		Phosphatic manure.....	39,046
Ash.....	28,531	Other.....	56,696
Bicarbonate of.....	17,715	Oak bark.....	33,038
Caustic.....	16,322	Timber, lumber, boards, and planks.....	135,895
Gold, silver and platinum, liquid.....	17,596	Belting and hose, for machinery.....	19,179
Wheat.....	21,773	Cardboard.....	158,141
Bone, animal.....	32,164	Carriages, bicycles, tricycles, and parts thereof.....	263,418
Hides or skins, bull, ox, cow, and buffalo.....	12,706	Car, railway freight, and parts thereof.....	29,777
Leather, sole.....	230,039	Electric-light wire.....	42,213
Pig bristles.....	39,581	Lamps and parts thereof.....	149,415
Iron:		Lamps and parts thereof, for electric light.....	12,480
Bar and rod.....	43,325	Paper boxes, for cigarettes.....	30,114
Rails.....	498,917	Soda, washing.....	12,060
Rails, fittings thereof.....	114,465	Submarine telegraphic cables and underground telegraphic lines.....	83,433
Pipes and tubes.....	269,443	All other articles.....	1,333,682
Nails.....	332,908		
Telegraph wire.....	25,991		
Grates, fenders, stoves and fittings thereof.....	30,769	Total.....	21,273,936

*Imports from the United States at Kobe.*

Articles.	Value.	Articles.	Value.
Bicycles and parts.....	\$60,515	Lead, pig and ingot.....	\$129,096
Bones, animal.....	32,157	Lead pencils.....	5,308
Brass tubes.....	21,586	Leather:	
Canvas.....	17,214	Sole.....	67,777
Cardboard.....	151,798	Other.....	16,657
Celluloid.....	10,480	Locomotive engines.....	268,964
Clocks, and parts of.....	40,726	Lubricating oil.....	79,508
Condensed milk.....	49,011	Machinery:	
Copper tubes.....	14,281	Crane.....	72,696
Cotton, raw.....	5,260,244	Printing.....	14,355
Door locks.....	11,042	Cotton weaving.....	94,542
Flour.....	454,511	Other.....	197,331
Gold, silver, and platinum, liquid.....	7,106	Materials of bridges and buildings.....	71,808
Ham and bacon.....	5,440	Oak bark.....	28,412
Implements and tools for farmers and mechanics.....	19,155	Paper, printing.....	20,440
Instruments, surgical.....	5,997	Paraffin wax.....	155,799
Iron:		Rosin.....	23,065
Pipes and tubes.....	76,949	Sewing machines.....	9,699
Screws, bolts, and nuts.....	125,154	Soda, bicarbonate of.....	12,502
Nails.....	129,599	Timber and planks.....	66,832
Bar and rod.....	30,861	Watches, and parts of.....	20,194
Plate and sheet.....	43,581	All other articles.....	649,136
Rails.....	108,291		
Kerosene oil.....	2,773,270	Total.....	11,461,107

*Exports from Kobe to the United States.*

Articles.	Value.	Articles.	Value.
Bamboos.....	\$48,996	Porcelain and earthen ware.....	\$340,998
Bamboo:		Rice .....	375,060
Blinds .....	17,446	Sake .....	21,678
Other manufactures of.....	29,251	Screens .....	34,265
Bronze and other metal ware.....	52,440	Soy .....	5,477
Brushes:		Straw braid.....	386,202
Tooth .....	120,980	Tea:	
Other manufactures of .....	72,306	Pan .....	792,861
Campbor.....	401,757	Basket .....	421,064
Campbor oil .....	48,966	Black .....	307,127
Carpets, hemp or cotton .....	82,223	Dust .....	31,399
Chillies .....	31,101	Lump .....	8,135
Cloisonne ware .....	24,116	Toys .....	30,381
Cotton rugs .....	8,886	Vegetable wax .....	32,018
Isinglass .....	6,784	Vermicelli .....	1,882
Manganese ore.....	10,165	Wooden ware .....	11,532
Oranges.....	3,649	All other articles .....	2,931,399
Paper, Usuyo .....	51,226		
Paper napkins .....	10,585	Total.....	6,762,327

## CHIEF IMPORTS FROM UNITED STATES.

Some of the most rapidly growing imports into Japan from the United States are:

Articles.	1899.	1900.	1901.
Bicycles .....	\$107,683	\$254,081	\$263,417
Cardboard.....	69,174	114,997	153,141
Crane machinery.....	2,685	2,386	79,998
Electric-light apparatus.....	129,708	238,151	187,009
Fire engines and pumps .....	29,496	36,681	73,849
Flour.....	664,172	1,844,274	1,387,602
Implements and tools for farmers and mechanics .....	34,446	53,888	64,091
Iron, plate and sheet.....	15,221	30,844	94,671
Iron screws.....	9,299	7,284	21,991
Iron, other manufactured.....	12,618	41,944	155,782
Kerosene oil.....	2,707,449	5,388,247	5,865,633
Lead—pig, ingot, and slab .....	28,375	91,045	277,945
Lubricating oil.....	140,733	306,531	138,756
Paper-making machinery.....	16,198	162,596	125,467
Paraffin wax .....	138,281	229,549	186,960
Salted fish.....	2,967	25,963	66,072
Steam boilers and engines .....	22,395	14,057	181,314
Submarine and underground cables .....	12,422	44,137	83,433
Timber.....	115,612	181,236	136,905
Weaving machinery .....		1,151	154,772

## BRITISH AND AMERICAN COMPETITION.

The huge importation of cotton and kerosene oil from the United States, in the export of which Great Britain does not share, is offset by other importations from the latter country in which the United States has no part. Great Britain has long held a monopoly in the export here of spinning machinery, muslins, cambrics, lawns, Italian cloths, woolen goods, cotton prints, cotton satins, and in many other lines.

The true rivalry between the two countries lies in the competition in exports in which both share. The customs returns for noncompeting classes are:



*Imports from Great Britain and the United States.*

## GREAT BRITAIN.

Articles.	Value.	Articles.	Value.
Anchors and chain cables .....	\$108,352	Mualina, bleached and unbleached ..	\$1,764,266
Aniline dyes .....	4,262	Mousseline de laine .....	10,035
Blankets .....	15,370	Nickel .....	110,100
Cambrics .....	88,764	Potaash .....	227,156
Carbolic acid .....	65,960	Plate glass .....	28,271
Cotton:		Paints, vessel's base .....	64,324
Prints .....	295,479	Paints in oil .....	151,604
Satin .....	818,066	Phosphorus .....	64,476
Yarns .....	2,420,786	Plushes or velvets .....	184,184
Threads .....	168,550	Spinning machinery .....	601,771
Flannels .....	10,589	Serges .....	79,991
Velvets .....	180,379	Twill shirtings .....	24,108
Handkerchiefs .....	51,922	Turkey-red cambrics .....	88,975
Coke .....	67,932	Traveling rugs .....	25,368
Corks .....	29,964	Tinned plate and sheet .....	471,120
Cigarette paper .....	6,196	Tin—block, ingot, and slab .....	6,581
Cigarettes .....	5,219	Victoria lawns .....	88,764
Dynamite .....	42,109	Wheat .....	21,773
Flax or linen yarns .....	49,469	Wool .....	156,927
Flax, hemp, etc .....	483	Woolen and worsted cloths .....	375,641
Flannels:		Woolen and worsted cloths (partly) ..	368,622
Silk and cotton .....	7,012	Woolen and worsted yarns .....	11,640
Part wool .....	106,084	Zinc, sheet .....	51,036
Hats, caps, and bonnets .....	134,479		
Italian cloths .....	286,862	Total .....	9,993,391
Linen tissues .....	68,927		

## UNITED STATES.

Alcohol .....	\$51,823	Leaf tobacco .....	\$14,946
Beans, pease, etc .....	778	Malt .....	4,130
Cotton, raw .....	6,467,401	Teak wood .....	3,008
Flour .....	1,887,702	Wines .....	14,932
Fish, salted .....	66,072	Wheat .....	21,773
Kerosene oil .....	5,870,814		
Lead—pig, ingot, and slab .....	277,946	Total .....	14,181,350

Attention is called to the small number of imports from the United States in which Great Britain does not share, in comparison with the large number from Great Britain in which the United States does not share.

The following table gives the total value of imports from both countries:

	Great Britain.	United States.
Total imports into Japan, 1901 .....	\$25,186,742	\$21,299,176
Deduct value of noncompeting imports .....	9,993,391	14,181,350
Remaining imports .....	15,193,351	7,117,826

The special exports of Great Britain and of the United States, as shown above, reveal the fact that in their true competing lines, Great Britain is selling to Japan a much larger valuation of various commodities than does the United States; and that if our country would approach her, we must increase our exports here of locomotives, steam boilers and engines, fire engines, farm implements, plate and sheet iron, iron screws, iron pipes and tubes, steel materials of bridges and buildings, electric-light apparatus, of various iron manufactures, and many other lines.

It should be remembered that conditions here are most favorable for the extension of our trade. America is Japan's nearest great commercial neighbor. Their interests do not conflict. Our country takes nearly all of two of her great staples, teas and mattings, and buys from her more than two and a half times the valuation bought by any other Western country. In addition, the item of freights—in consideration of the distance a matter of first importance—is already in our favor, and upon the construction of an isthmian canal, opening up to Japan all our Atlantic seaboard, freights will naturally become much more advantageous to our country; but quite aside from these and other favorable conditions, the commercial good will of Japan is already secured to the United States.

#### NEW KENCHO BUILDING.

The greatest departure from the unstable character of Japanese public buildings of former days is now to be seen at this port in the newly constructed and magnificent Kencho building, into which have been gathered various departments of the prefectural and city governments. It is the most prominent, the most beautiful, and the most useful public building in the consular district of Kobe, and its architecture would do credit to any foreign city.

This handsome structure stands upon one of the lower foothills overlooking the harbor and business portion of both Kobe and Hiogo, and is built wholly of Japanese materials and by Japanese workmen.

The building is in the form of a quadrangle, and is constructed inside with brick made in Idzumi and Harima provinces and outside with Tokuyama granite. The slate came from Rekuchū, and the principal timber, which is hinoki, from the imperial household forest in Owari Province. The building was completed within contract time, and its construction required a period of three years and five months and an expenditure of \$171,350, which seems small when compared with the sum a similar building would cost in an American city.

#### THE CITY OF KYOTO.

Situated in this consular district is the famed city of Kyoto, one of the most noted in the Empire, and formerly the seat of Government, but so far as foreign imports are concerned, of very little consequence to the outside world.

Kyoto lies about 50 miles northeast of Kobe and 30 miles northeast of Osaka, and contains 371,000 inhabitants. The city is most beautifully situated upon high rolling hills encircled by mountains in the far background. It contains one of the palaces of feudal times, so often sought by foreign travelers as objects of interest, and it is a prominent mart for beautiful silks and elegant works of Japanese art.

Long rows of antiquated but costly temples line certain streets, and from those temples are taken every year, in order to be shown upon triumphal cars during the annual parade of the Gion Matsuri, some of the most gorgeous hangings, embroideries, and vestments to be found in the world. Situated high up on the mountain side are other and more massive temples, built of huge timbers hoary with age, and from their lofty heights the ravines below present scenes of picturesqueness and grandeur.

There are three commodious hotels in Kyoto, well conducted in foreign style by Japanese landlords, and a corporation composed of foreigners is about to build another extensive hotel.

In going overland from Kobe to Tokyo or Yokohama, the tourist includes upon his route as places of interest not only Kyoto, but the chief manufacturing city of Osaka, Nara, the city of temples, and the large city of Nagoya, also containing one of the ancient castles.

#### THE OSAKA EXPOSITION.

The Fifth National Industrial Exposition will take place at Osaka, 20 miles distant from Kobe, in 1903, between March 1 and August 1. The Japanese authorities have expressed considerable satisfaction on account of the postponement of the St. Louis Exposition to 1904, and so far as Japan is concerned, this change will inure to the benefit of our exposition, as this country would have been too busily engaged with its own undertaking to take part in any other of the kind. The coming exposition at Osaka is intended to do much for Japan in attracting the attention of other Eastern countries to her commerce, manufacture, and great general progress; in fact, the main object sought is to obtain a more extensive and a firmer footing in the East for the manufactures of Japan. This country is ambitious to secure its share in the foreign trade with China, which seems now to be opening so auspiciously and to which Western nations are eagerly looking forward. The great cotton and other mills at Osaka, and the almost numberless factories elsewhere in Japan, are capable of supplying an enormous trade, and it is the intention of this country to rely upon a wider spread of its manufacturing interests for much of its future prosperity.

As the population of Japan is increasing at a very rapid rate, while the land itself is nearly all under cultivation, the people are becoming too numerous for the country, but with the establishment of manufacturing upon a large scale and an Eastern market for their products at their very doors, they will be able to much more profitably utilize their labor, the failure to do which at the present time is a serious handicap.

The Osaka exposition being done with in 1903, Japan will have an opportunity to participate in the one at St. Louis in 1904, and according to the present outlook, she will have a considerable representation. There can be no doubt that a display of American manufactures at the Osaka exposition would be productive of much benefit to our exporters, nor is there any doubt that our exhibits here must be good ones, if we would vie with those which will be made by other countries. American locomotives should stand alongside of British locomotives, and as Osaka is the center of the cotton spinning industry in Japan, American machinery for cotton mills should be exhibited with that from England. We ought to note the lines in which we do not export largely to the East, in order that we may place these goods in comparison with those from other foreign countries. In a word, if we desire to preserve our present exports to Japan, they should be protected at the Osaka exposition, and if we wish to introduce new ones, this opportunity to advertise them should be generously availed of.

The exposition will be a great sample room. Japan will not only be

there as an exhibitor and purchaser, but China, India, Australia, and other countries will be present as buyers of Western products.

Greater interest is being taken by Japan in this her fifth exposition than in any preceding one; 64,000 Japanese and foreign exhibits were registered up to July 30, 1902; 7,900 from Osaka exhibitors alone, against 2,000 during the corresponding period of any previous exposition. One very attractive feature will be the display of valuable works of art purchased by wealthy merchants and others from the daimyos at the time of the Restoration, when many of them became impoverished by the passing of feudalism, and there will be shown many priceless art treasures owned by the Japanese Government.

The question of entertainment, a very important one, has already been taken up by the exposition managers, and they propose to furnish accommodations for foreign visitors upon a very liberal scale.

#### ADAPTATION TO WESTERN METHODS.

There is an increasing tendency upon the part of the Japanese people to place themselves in closer touch with Western conditions and methods. This is shown by the continued expansion of their navy, the discipline of their army, their desire to network the country with railways, to extend their shipbuilding facilities, to build better harbors, to provide systems of waterworks for cities, to give them better drainage, to widen streets, and to improve their condition generally.

Many young men are being educated abroad with a view to their future usefulness in Government service, commercial life, and in scientific and educational work. Commissions are being sent to other countries in order to report upon new inventions and upon economic conditions, and to obtain information calculated to place Japan more abreast with the general progress of the world.

#### COMBINATIONS OF CAPITAL.

Whether brought here by the introduction of American capital owned by huge corporations like the American Tobacco Company, or produced by the general tendency elsewhere, the spirit of combination has already reached this country, as is seen by the recent amalgamation of very important Japanese interests. The gigantic combinations recently made in the United States have received the close attention generally given by the Japanese people to noteworthy events abroad. In this country, in which business capital is so much needed, and where manufacturing is conducted by so many persons having but small means, individually, such combinations may prove beneficial both to producer and consumer.

#### DETAILS OF IMPORTS.

##### RAW COTTON.

Importations of cotton reached the maximum in quantity and valuation during 1899, the receipts of which year were based upon an extensive demand from China for cotton yarns. It was thought that the Chinese troubles which immediately followed would necessitate

greatly diminished shipments of cotton to Japan during the next year, but such was not the case, imports of the commodity having fallen off but about 4 per cent. The loss was mainly during the first half of the year. Cotton importations from the United States in 1900 increased the general shipments from there to the highest valuation ever known, while the diminished receipts of cotton from our country during 1901 account for \$6,972,000 of the \$9,960,000 decrease in general exports to Japan.

The cost of American cotton last year was relatively much higher than the Indian staple. American exports fare much better, as a matter of course, when there is a failure of the crop in India. In 1900, for instance, which was a short crop year for India, there was sent to Japan from that country a valuation of only \$8,466,000, against a valuation from the United States of \$13,446,000, while the year 1901 proved a good one for Indian cotton and proportions were reversed, India sending here \$18,924,000 worth against but \$6,474,000 worth from the United States.

The importance of this import may be seen by the fact that more than 40 per cent of the import trade of Kobe, and more than 23 per cent of that throughout the entire Empire, was accounted for during 1901 by the enormous receipts of raw cotton; and this has been about the settled percentage during several years past.

The recent report of the Hiogo and Osaka (Foreign) Chamber of Commerce has this note upon American cotton:

The year opened with the price of middling (spot) at 31.50 yen (\$15.69) per picul (133½ pounds), going up to 32.50 yen (\$16.18) in February, when quotations began to decline, until at the end of June they were as low as 27.75 yen (\$13.82). They remained at this level until the end of September, when a rise set in, and the middle of October saw them again at 31 yen (\$15.44). In December there was a rapid fall again, and at the close of the year the rates stood as low as 28.75 yen (\$13.32). The highest rate during the year was thus about 32 yen (\$15.94), and the lowest about 26.50 yen (\$13.20), or a range of about 5 yen (\$2.49) between the extremes. Owing to the very high prices ruling during the greater part of the year, this staple was more sparingly used than in any preceding year.

The importations of raw cotton into Japan during the years stated below, and from the countries named, were:

## RAW COTTON.

From—	1899.		1900.		1901.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
British India.....	291,594,592	\$19,504,665	97,764,578	\$8,812,673	218,499,600	\$18,889,914
United States.....	112,519,616	8,205,496	147,205,681	13,451,047	61,124,266	6,467,401
Other countries.....	37,820,044	2,849,984	80,924,269	6,869,289	48,198,134	4,422,757
Total.....	441,934,252	30,560,145	325,894,528	29,133,009	327,822,000	29,780,032

## RAW COTTON IN SEED.

British India.....	3,319,333	\$71,119	3,705,866	\$83,562	3,823,733	\$93,295
China.....	3,245,066	83,228	9,341,466	245,347	6,908,433	186,338
French India.....	8,062,000	194,377	5,285,383	132,615	2,780,588	74,683
Other countries.....	2,903,065	72,067	922,268	22,447	2,602,667	69,543
Total.....	17,519,464	420,791	19,254,983	483,871	16,115,366	423,829

## KEROSENE OIL.

There is a steadily increasing importation of kerosene oil into this country, and a constant development of oil wells, also an advance in the cost of this import, all of which illustrate the strong Japanese demand for this commodity. During 1899, the valuation per gallon in tins was 15.89 sen (7.9 cents) while in 1900 it increased to 22.06 sen (11 cents), and in 1901 to 22.30 sen (11.1 cents).

The United States has no competition in oil in tins except from Russia, and that only in a small way, but the latter country and British India export here nearly all oil received in bulk. There was received at this port during 1901, 23,813,999 gallons in tins and 54,916 gallons in bulk, valued respectively at \$2,773,273 and \$4,987.

Electric light and gas are coming into use more extensively each year, but as these illuminants are more expensive than oil, they will not soon supplant the use of kerosene.

*Importations of kerosene oil.*

Country.	In tins.			In bulk.		
	1899.	1900.	1901.	1899.	1900.	1901.
United States.....	\$2,704,900	\$5,365,340	\$5,865,634	\$2,587	\$667	\$5,181
Russia Asia.....	574,279	514,769	523,168	635,590	686,404	439,130
Dutch India.....	25,981				485,809	608,701
Total.....	3,305,110	5,880,109	6,388,802	638,127	1,172,840	1,053,012

## LUBRICATING OIL.

There was a great falling off during 1901 in the importation of lubricating oils, less than half the 1900 valuation having been received. As the demand for lubrication is steady, it was probably due, first, to the native prejudice in favor of vegetable oils so long in use here, and second, to an overimportation of the foreign product during 1900.

## FLOUR.

The highest grades of wheat flour are not so much in demand as are the medium qualities, and in fact much of the import consists of a low grade used principally for making paste in the manufacture of screens, fans, etc. Nearly the whole comes from the Pacific coast, and as the use of flour increases here, so must its export from the United States increase. The importation of flour into Japan during 1900 nearly trebled that of 1899, but fell off somewhat during 1901, as may be seen by the following table. A valuation of \$482,851 was received at Kobe last year.

*Flour import.*

Country.	1901.	1900.
United States.....	\$1,887,708	\$1,844,274
Australia.....	16,956	63,625
British America.....	15,899	20,604
Great Britain.....	1	1,757
Austria-Hungary.....		2,820
Other countries.....	346	414
Total.....	1,420,905	1,938,494

## SUGAR.

Imports of sugar continue to increase. In round sums, the total importation of raw into Japan during 1899 was valued at \$4,000,000; of 1900, \$5,500,000; of 1901, \$6,000,000; and of refined as follows: 1899, \$4,500,000; 1900, \$7,500,000, and 1901, \$10,500,000. The total receipts of all grades at Kobe and Osaka were nearly \$5,500,000. The importation into Japan of beet sugar from Europe during 1901 was nearly double that of 1900, viz, in 1900, \$3,248,209 and in 1901, \$6,411,139.

Considerable of the increased importation in 1901 may be accounted for by the heavy shipments during the summer of that year, in anticipation of the new consumption tax which came into operation October 1, 1901, and a considerable portion of that year's import was carried over into 1902.

During 1900, the Philippine Islands stood third in exportation of raw sugar to Japan, but in 1901 they gained first place, having largely increased the exports; Dutch India was a close second, while Hongkong and Germany led in the export of refined.

Japan has lately commenced the refining of sugars and is now doing considerable in this line, the principal plant being that at Osaka.

*Japanese import of sugar.*

Country.	1900.		1901.	
	Raw.	Refined.	Raw.	Refined.
Australia.....	\$10,843			
Austria-Hungary.....	27,252	\$1,522,492	\$278,949	\$1,743,967
Belgium.....		50,310	33,590	129,459
British India.....	5,364	3,162	12,383	885
China.....	1,373,510	230	732,231	132
Dutch India.....	1,208,926	4,418	1,308,838	58,254
France.....		1,111		3,062
Germany.....	238,849	1,468,616	330,208	4,056,026
Great Britain.....		6,290	5	17,142
Holland.....				16,906
Hongkong.....	394,554	4,705,582	1,007,187	4,405,922
Philippine Islands.....	871,294	475	1,351,904	
Russia.....		8,971		63,322
United States.....		4,808		7,168
Other countries.....	1,351,209	1,540	1,101,069	137
Total.....	5,481,801	7,772,956	6,155,874	10,508,957

## CONDENSED MILK.

Condensed milk valued at \$321,861 was received into Japan last year, \$138,480 worth of which came through the port of Kobe. This is against a total valuation in 1900 of \$330,510 and one of \$146,223 at this port. Great Britain slightly leads in this export; shipments in 1900 were: Great Britain, \$157,795; United States, \$116,238; in 1901 Great Britain, \$133,383; United States, \$124,952. Switzerland stands next with \$47,005, against \$37,056 in 1900.

Many of the present imports into Japan will finally be discontinued, as the people are fast placing themselves in a position to manufacture the goods both for their own and other markets, but dairy products must of necessity continue to come from abroad. Condensed milk is growing faster than any product in this line imported into this country, and our exporters, with their superior advantages, should control this market, instead of which they have stood second in its export to Japan during the last two years.

## LEAF TOBACCO.

From January 1 to August 15, 1899, there existed a duty of 35 per cent on leaf tobacco, and from the latter date, the Japanese Government has monopolized the import.

While the 35 per cent duty was in force, and in anticipation of the exclusive importation by the Japanese Government, there was imported by merchants and manufacturers an enormous quantity of leaf tobacco, valued at \$2,533,004, against \$2,254,774 in 1898 and \$159,785 in 1897. The import of 1899 seems to have glutted the market during the two years following, and to have destroyed the Government's chances to do much business in the commodity, the value of the import having decreased to \$226,237 during 1900 and to \$15,075 in 1901. The establishment of the Government monopoly has had the effect to encourage the raising of tobacco in this country upon a much larger scale than formerly, official estimates increasing the acreage of 1902 to 61,358 acres, expected to yield 78,177,012 pounds.

As to quantity, the Japanese are not such excessive users of tobacco individually as are found in many other countries; they make more frequent use of it, but in lesser quantities, the small Japanese pipe, carried at the belt and holding less than a thimbleful, being emptied many times a day. Tobacco is largely used by the natives at seaports and in the larger cities in the form of cigarettes. Many are consumed by the jinrikisha men, and when one is called, he places the cigarette behind his ear ready for another draw at the end of his run.

The American Tobacco Company has recently invaded this country with large capital and up-to-date methods, and is continuing to absorb the trade.

There were shipped from this port last year cigarettes valued at \$681,490, against a total export of \$838,293, and nearly all the balance was sent from Osaka, in this consular district. Some 70 per cent of the whole was shipped to China.

During 1900, the export of cigarettes to China was more than doubled, and during 1901 that of 1900 was more than trebled.

The duty on manufactured tobacco remains at 150 per cent.

## ALCOHOL.

There was quite a notable increase in the importation of alcohol from the United States into Japan during 1901, nearly three times the valuation of 1900 having been received from our country.

During 1899, Germany sent to Japan a valuation of \$880,890, and in 1901 only \$18,960, the shrinkage being accounted for by the fact that American exporters are not now selling so much of their product to Germans for the Japanese trade, but are themselves shipping direct to this country.

Although the American export of 1901 was but 43 per cent of that sent in 1899, yet it bore a much larger relation to the total import than during the latter year, as in 1899 the American export of alcohol to Japan was but 11 per cent of the total, while in 1901 it was 61 per cent of it. Other shipments of alcohol were small, that of Holland being largest—\$8,303. Total import, \$84,603; Kobe import, \$26,881.

The duty upon alcohol has lately been increased to 42 sen per liter (about 21 cents per 1.0567 quarts).



## SOLE LEATHER.

The importation of sole leather into Japan last year was 37 per cent less than in 1900, while the percentage sent by the United States was about 2 per cent less, being 78 per cent of the total import, against 80 per cent in 1900.

Steady importation of leather into this country is certain to continue, as its uses here are multiplying and there is no increasing supply in Japan from which to draw. Even were the Japanese generally a meat-eating people, requiring the raising of cattle, from the hides of which leather might be manufactured, there is scant room for their maintenance, as the land is needed for other purposes. The export of sole leather from our country should, therefore, naturally increase each year. There was received at this port in 1901 a quantity valued at \$64,780. Leather other than sole, valued at \$376,873, was imported into Japan principally from British India and Great Britain.

*Sole leather.*

Country.	1899.	1900.	1901.
United States .....	\$170,813	\$390,865	\$230,088
Australia .....	14,165	37,729	48,245
Germany .....	1,487	.....	20,805
Great Britain .....	420	8,122	688
British India .....	81,872	49,380	148
French India .....	1,828	2,204	.....
British America .....	1,881	1,492	.....
France .....	1,227	1,221	.....
Other countries .....	228	417	14
Total .....	278,416	490,430	294,176

## LUMBER.

During 1900, the Pacific coast sent to Japan 56 per cent of her lumber import, and in 1901, 58 per cent of it. The total import of lumber was smaller last year, and reached only 70 per cent of that received in 1900. As a matter of course, this import can not increase as rapidly in Japan as in many other countries, because of the fact that in the construction of the ordinary Japanese house but little of imported lumber enters, most of these dwellings being built of the flimsiest materials imaginable; slitted bamboo for lath, thin Japanese boards for partitions and top walls, soft native woods for the unjointed floorings, mud and cement for the outer walls, and for such a climate as is found in this portion of Japan, where the houses are low and closely built together, such construction seems to meet the requirements of the masses.

There is, however, one portion of the Japanese house which appears too heavy, and that is the massive but ornamental tile roof. This is so wholly unlike the frail structure beneath as to suggest the possibility that it might have been used partly for the purpose of keeping the building to the ground; but it is employed only because the tile roof is much cheaper than shingle or slate, and is considered as serviceable as either. Many Japanese houses, however, are built more durably, upon an expensive scale, with wide open verandas and sliding partitions of beautifully polished boards and art panels.

Nearly all the buildings are covered with tiling, and all dwellings are furnished with "tatami" floorings—pieces of matting grass with straw fillings, let into the floor beams and capable of being taken up as occasion requires. The "tatami" used in the better dwellings are expensively made, being soft and yielding, but none of them are expected to be trodden unless with stockinged feet.

In order to show how independent the Japanese are of foreign woods for building purposes, it is only necessary to state that in the construction of the recently built Kencho, the most costly structure in Kobe, no imported woods of any description were used.

Although, as stated, the lumber import of last year was lessened, it was only in keeping with other decreased imports; generally speaking, there must be a gradually increasing import from the Pacific coast for the purposes for which wood is now used.

Considerable teak wood is imported from Siam, principally for the manufacture of furniture, and as finishing wood. About 44 per cent of the lumber brought from the Pacific coast in 1901 was landed at this port. The following table shows the total import of lumber into Japan during last year:

*Importation of teak into Japan.*

Country.	1900.	1901.
Siam .....	\$111,562	\$104,607
British India .....		6,640
Dutch India .....	2,278	6,187
United States .....		8,004
Total .....	113,836	120,888

*Importation of santalum and other lumber into Japan.*

Country.	1900.	1901.
United States .....	\$181,237	\$136,896
China .....	79,501	54,984
British America .....	4,740	14,817
Korea .....	8,659	10,508
Great Britain .....	11,951	6,448
French India .....	9,428	8,011
Siam .....	8,199	2,677
Germany .....	2,236	1,049
British India .....	802	917
Australia .....	5,761	885
Hongkong .....	3,108	301
Other countries .....	3,474	886
Total .....	319,096	232,818

LOCOMOTIVE ENGINES AND PARTS.

*Imports into Japan.*

Country.	1899.	1900.	1901.
Great Britain .....	\$485,082	\$360,178	\$447,067
United States .....	440,083	169,744	890,111
Total .....	980,250	542,416	871,206

Practically, the total import of locomotives in 1901 was made at Kobe and Yokohama, Kobe importing a valuation of \$474,825, and Yokohama \$388,832. It will be observed by the last table that Great Britain and the United States are the countries from which nearly the total import is made, and it should be noted that the strife in respect to the respective merits of English and American locomotives has not had the effect of lessening the importation from our country, as during 1900, the United States exported here 47 per cent in value of the locomotives sent by England, while during 1901 importations from the United States equaled 90 per cent of Great Britain's export, a gain of 43 per cent.

The Government railway bureau for the main island had for some time previous advertised for tenders of British locomotives only, but during 1901, they admitted the Schenectady Locomotive Works into competition with four English manufacturers, and the result was that the American locomotives filled the order; but credit must be given to the fact that the American manufacturer had a representative in Japan, a manifest advantage in every case. This is said to be the first time that British and American makers have been placed in competition upon the same set of specifications.

The removal of the prejudice of the Government bureau is favorable to the further introduction of American locomotives, and this, together with the experience of the important Sanyo Railway Company, which is wholly against locomotives of British make, should encourage our manufacturers.

In order to meet the views of Japanese buyers, it must be noted that they want engines economical in coal, well finished and durable, and that they expect to purchase them at a cost not exceeding their net value at the foreign manufactory plus transportation charges; but the test for speed to which engines for American railroads are subjected is of no importance to them, because of the inferiority of their roadbeds. The speed of 40 miles an hour, which has become only an ordinary one for passenger trains in the United States, is not wanted in Japan, nor will it be in the near future.

Quick deliveries help sales materially. Purchasers of locomotives often consume much time in details; this must be tolerated; but when closing the bargain, quick delivery is always an important factor. It will therefore be well to remember that, other things being equal, the American maker is often given preference because of his ability to give quicker dates.

#### RAILWAY IRON.

The extraordinary demand in Japan during 1900 for railway iron was offset by a very limited one in 1901, only about one-third in value having been imported.

The year 1900 shows the percentage of this import from the United States to have been 65.5 per cent of the total; the year under review, 61.1 per cent; a slight decrease. The value of railway iron received at this port only during 1901 was \$171,798, against \$219,298 in 1900. Owing to a lack of capital, the railway system of this country is far from being properly developed, notwithstanding the fact that some of the disabilities in the case of foreign loans have been removed; and this condition will probably continue until the passage of a law enabling

foreigners to secure themselves, not only by the rolling stock of the roads, but by the land upon which railways are built.

The following table compares the importation of railway iron during 1901 with that of 1900:

*Importation of rails into Japan.*

Country.	1900.	1901.
United States .....	\$1,574,377	\$496,917
Great Britain .....	451,070	176,578
Germany .....	279,998	101,872
Belgium .....	61,789	26,969
Holland .....		724
Total .....	2,367,179	808,045

#### PIG IRON.

The total import of pig iron into Japan during 1901 was \$793,471—a gain over 1900 of 65 per cent—two-thirds of which import came through Kobe. It will be seen by the second table below that in this export Germany has entered into competition with Great Britain in a small way, and that the United States and other countries were almost wholly left out. The first pig iron sent from our country was in 1897 and was nearly twenty times the value of that sent in 1901. It certainly must be true that our country can compete with any other upon the face of the globe in the production of pig iron, and that some other reason must be found for our slight export to Japan. Stocks of pig iron at Kobe were about exhausted on January 1, 1901, and hence the early receipts of the year were quickly bought up at good figures; after that the arrivals exceeded the demand. The receipts of three years were:

*Import of iron (pig and ingot) into Kobe.*

Year.	Quantity.	Value.
	<i>Pounds.</i>	
1899 .....	41,609,600	\$332,208
1900 .....	31,638,067	296,118
1901 .....	62,561,200	527,708

*Import of iron (pig and ingot) into Japan.*

Country.	1900.	1901.
Great Britain .....	\$250,029	\$567,519
Germany .....	164,106	159,569
China .....	35,391	35,609
Belgium .....	29,106	26,402
France .....	795	2,886
United States .....	100	1,469
Other countries .....	22	15
Total .....	479,529	793,469

## MATERIALS FOR BRIDGES AND BUILDINGS.

This is another line of industry the import of which into this country met with a serious decline last year. The export of these materials by the United States to Japan in 1901 was valued at but 43 per cent of that during 1900, while, as may be seen below, there was a gain by Great Britain of 88 per cent. Germany also lost in this export, having sent 45 per cent less than in 1900. There has been a large demand in Japan for these materials during the last two years, 41 per cent of which came through this port in 1901.

*Importation into Japan of materials for bridges and buildings.*

Country.	1899.	1900.	1901.
Great Britain.....	\$28, 191	\$204, 046	\$385, 696
United States.....	20, 516	575, 960	247, 595
Germany.....	53, 315	154, 331	85, 186
Belgium.....	38, 890	2, 057	18, 937
Total.....	140, 862	936, 394	737, 614

## IRON PIPES AND TUBES.

These are other iron manufactures the import of which into Japan fell off considerably in 1901, as also the export here from the United States. The decrease of import of certain iron manufactures might naturally be expected, but there seems no reason why the percentage from the United States should not compare favorably with that of other countries. Our manufacturers should not forecast the next year's demand for certain of their exports by the present decreased import, as a slack demand one year is often an indication of an increase in the next.

*Importation of iron pipes and tubes into Japan.*

Country.	1900.	1901.
Great Britain.....	\$591, 034	\$405, 657
United States.....	667, 330	269, 448
Belgium.....	205, 861	127, 138
British America.....	.....	3, 186
Germany.....	20, 252	1, 308
Other countries.....	405	2, 007
Total.....	1, 484, 862	803, 979

## IRON NAILS.

About one-half of the nails imported into Japan during 1901 came through Kobe, the total being valued at \$679,605. Germany made a slight advance over her export of 1900, but the United States met with an extraordinary decline. Imports of nails from Germany have been about equal in value since 1898; those from the United States were nearly equal during 1899 and 1900, but, as shown below, they were during 1901 considerably less than half of the value in 1900.

Previous to 1897, Germany wholly controlled the nail market of Japan, but during that year, the United States and Germany changed places, our country having made excessive gains in 1899 and 1900.

The value of the American export has now, however, fallen to the same level as that of Germany, and it is evident if American nail makers would even hold their present trade in Japan, they must meet all necessary conditions of the market. During last year, there was keen competition at Kobe between American and German made nails, and prices were cut in consequence from 15 to 20 per cent below the very low rates prevailing in January, and some heavy losses were necessarily suffered by holders of nails imported in 1900.

*Importation of nails into Japan.*

Country.	1899.	1900.	1901.
United States.....	\$745, 785	\$708, 482	\$332, 908
Germany.....	327, 344	310, 509	329, 399
Belgium.....	8, 424	5, 836	8, 696
Great Britain.....	30, 141	60, 312	6, 873
France.....	574	538	876
Other countries.....		992	868
<b>Total.....</b>	<b>1, 107, 268</b>	<b>1, 086, 169</b>	<b>679, 606</b>

TELEGRAPH WIRE.

The encouraging export of telegraph wire to Japan by the United States during 1900 is in strong contrast with that of 1901. Germany has now nearly absorbed all of this trade, having sent during the year under review 73 per cent of the total, while the United States sent but 7½ per cent of it; the year before, the share of the United States was about 40 per cent. The United States should not have had so small a figure in an export in which she led so largely during 1900, but the customs returns show there are many other cases where our exporters had the market one year and lost it the next. This generally occurs because they imagine their trade is established, upon the principle that one order will bring another. This is a mistake; the trade should be sought each year.

*Importation of telegraph wire into Japan.*

Country.	1900.	1901.
Germany.....	\$161, 795	\$249, 101
Belgium.....	48, 008	59, 483
United States.....	216, 622	25, 991
Great Britain.....	28, 429	4, 468
France.....	86, 300	1, 367
Austria-Hungary.....	4, 442	50
<b>Total.....</b>	<b>545, 596</b>	<b>340, 401</b>

ELECTRIC-LIGHT APPARATUS.

While the United States did not export this apparatus to Japan in 1901 to the same extent as in 1900, it exceeded the trade of 1899 by 44 per cent. The import into Japan of electric-light apparatus from our country during 1900 was 71 per cent of its total, but in 1901 it was only 63 per cent. The import from Great Britain has been almost the same during the two years.

The total import in 1901 was \$294,186, against \$332,136 in 1900; the United States sent a valuation of \$187,009 against the larger one of \$238,151 in 1900; Great Britain \$56,925, and Germany \$47,524, the latter a small increase.

The principal importations were at Yokohama, \$140,326, and at Kobe, \$114,418.

The electric-light works at Kobe express a preference for the American apparatus. Electric-light wire comes principally from the United States; imports in 1901 were: United States, \$42,213; Great Britain, \$18,403.

#### WEAVING MACHINERY.

While the United States does not make any attempt to assist in supplying the vast quantity of spinning and other machinery required every year by the extensive cotton and other mills at Osaka and elsewhere, our exporters have at last awakened to the fact that weaving machinery at least is quite within their lines.

This may be seen by the commercial returns, which show that although during 1899 our country sent none of this machinery, and but \$1,151 worth during 1900, we sent in 1901, \$154,772 worth. Germany and Great Britain controlled the export of 1900, and the United States was hardly known in it that year.

Two-thirds of this export during 1901 were landed at Kobe. Customers for weaving machinery are much more numerous than for spinning machinery, as weaving in Japan is largely practiced as a home industry, while spinning machinery, being used in large factories, is purchased in bulk amounts. The table below shows that the importation of this machinery was nearly doubled last year, and that each of the three years show an increase:

Country.	1899.	1900.	1901.
United States.....		\$1,152	\$154,772
Germany.....	\$18,261	51,675	26,567
Great Britain.....	22,090	46,881	21,386
France.....	14,847	16,178	4,331
Belgium.....			2,053
Other countries.....	15		420
Total.....	50,213	115,886	209,556

#### PAPER-MAKING MACHINERY.

This is another class of machinery the demand for which from the United States has grown since 1899, when \$16,198 worth was imported, to \$162,596 the following year, and \$125,467 in 1901. The uses of paper in Japan are many, but on account of the rapid increase of newspapers here, it is thought the demand for printing paper has advanced more largely than that for manufacturing purposes. Paper required for the latter use is mostly made by hand in the homes of thousands of the people and is of a tough texture, while that used for printing purposes is largely manufactured in mills requiring modern imported machinery, and the growing demand for such machinery should be carefully noted by American exporters. Before sending printing paper here, the sizes available at given rates of postage should be learned.

*Importation of paper-making machinery into Japan.*

Country.	1900.	1901.
United States .....	\$162,596	\$125,467
Great Britain .....	71,686	60,649
Germany .....	2,766	2,802
Other countries .....	67	.....
Total .....	237,115	188,918

## SPINNING MACHINERY.

There is a steady increase of this import, nearly all of which comes from Great Britain. Last year's demand was 50 per cent greater than that of the year before. There is perhaps no other class of machinery imported in which the trade is so closely guarded by English manufacturers as this special one. The demand is continuous and growing, and the export is no doubt a very profitable one to British shippers.

*Importation of spinning machinery (all kinds) into Japan.*

Country.	1900.	1901.
Great Britain .....	\$356,244	\$601,772
France .....	6,162	18,011
Belgium .....	1,856	9,060
Germany .....	35,140	4,658
United States .....	3,078	3,487
Switzerland .....	618	52
Total .....	408,197	637,040

## BICYCLES.

Bicycles and tricycles are classified together in customs returns, but the value consists mainly of bicycles. Their use is spreading in Japan, more being imported each year. The import of 1899 was more than doubled in 1900, and in 1901 importation exceeded that of 1900, so that the trade seems to be upon a very good basis in this country. However, had the high prices of a few years ago been maintained, these vehicles would have been very scarce here. Electric roads, which in our country extend in so many directions, have not as yet come into vogue in Japan; but few horses and carriages are used; there are no stages or similar public conveyances, and the jinrikisha is getting too slow, hence it seems likely that the demand for bicycles will continue to increase.

The call is not for a high-priced bicycle with a name, but for a good one at a low price. This fact should be remembered, and further, if manufacturers expect to maintain their market here, they will have to work upon as low a margin for the Japanese as for their home trade.

This machine is mainly used here for business purposes as yet, but indications point to its coming into use to a certain extent as an inexpensive luxury.

The continued depression in this country last year might naturally have caused a lessened import of bicycles; but, as stated, the contrary has been the case, as may be seen by the following table, which also shows that nearly the total import came from the United States.



The firm of Bruhl Frères in this city has imported some motor cycles and they are being shown on the streets. One or two automobiles have also put in appearance at Kobe.

*Importation of bicycles and tricycles into Japan.*

Country.	1899.	1900.	1901.
United States.....	\$107,583	\$254,032	\$253,417
Great Britain.....	2,122	4,431	3,169
British America.....	92	23	1,165
Germany.....	1,094	856	832
Other countries.....	1,629	151	422
Total.....	113,120	259,493	268,936

TYPEWRITERS AND COPY PRESSSES.

Nearly the total import of these is from the United States, which in 1901 exported to Japan a valuation of \$12,241 out of a total of \$13,763. The total import in 1900 was \$19,083, being more than double that of 1899.

Japan has a market in the East for typewriters, having last year exported to China, the Philippines, and other countries a little more than 25 per cent of her import.

DETAILS OF EXPORTS.

TEA.

One of the results of the Spanish-American war was to place a duty of 10 cents per pound on the importation of teas into the United States. This affected Japanese producers, and they struggled for its removal until a date was set for taking the duty off. The removal of the tariff will doubtless prove beneficial to them, as ordinary teas will naturally bring higher prices, and encouragement will be given to the raising of better qualities, upon which there is more profit.

The season of 1901 was a good one for the growth of the leaf, and the crop was a fair average in quantity and above the average in quality. Soon after the 1st of August, there was a much decreased demand, and a gradual fall in prices followed to the extent of from 15 to 20 per cent; this stimulated purchases and in turn brought values back to their former basis. It is yet the opinion of tea exporters here that the United States inspection law, though made for the benefit of consumers, by excluding teas below a certain standard, operates also in favor of the tea trade in Japan.

As is usual and as is shown by the following table, the United States took in 1901 the great bulk of teas exported from Japan:

*Exports of various teas.*

Kind.	1901.	1900.	1899.
Green.....	\$2,539,463	\$2,808,132	\$2,065,923
Basket fired.....	1,364,647	1,227,977	1,163,435
Black.....	310,173	294,471	196,527
Dust.....	85,971	113,770	143,063
Total.....	4,298,354	4,444,350	4,177,023

## RICE.

Exports of rice from Japan during 1901 were nearly double those of 1900, and nearly all was shipped from Kobe (85.5 per cent). The rice crop is the most important one in this country, but unfortunately the yield is uncertain, as much depends on the weather conditions during the critical period of its growth. It not infrequently occurs that the importation of rice into Japan is double its export, or vice versa. When failures of crops take place in other countries, substitutes are often used; but in Japan, the people must have their rice; it is the basis of their living.

The export of 1901 was scattered over 22 countries; the larger quantities were shipped to Hongkong, Germany, Australia, Great Britain, and the United States in the order named, while the imports came principally from Korea and French India.

Exports of Japanese rice for seed purposes in some of our Southern States have been made at Kobe during the last two years, and there is a further call for it.

*Imports and exports of rice.*

Description.	1901.	1900.	1899.
Exports .....	\$3, 440, 639	\$1, 781, 131	\$5, 120, 441
Imports .....	5, 915, 721	4, 492, 724	2, 968, 162
Excess of imports.....	2, 475, 082	2, 711, 593	2, 152, 279

*a Excess of exports.*

## MATTING.

Nearly all the mattings exported from Japan are produced in the consular district of Kobe, and are shipped from this port to the United States. The total value of all mattings shipped abroad in 1901 was \$2,704,894, of which \$2,534,438 worth were taken by our country.

This export has increased notably since 1900, and last year was the largest ever made. The Japanese have no doubt helped their market for mattings in the United States by the introduction of fancy patterns. A few years ago, the fine Japanese weaves were mostly plain and the demand was limited, but as soon as the figured mattings appeared the market increased, and as the colors prove fast they will probably remain popular. The present United States tariff discriminates against the importation of the finer grades and invites the introduction of much inferior matting which otherwise would not be imported. This in turn gives the consumer poor value for his money, and it is often difficult for the manufacturer to produce an acceptable quality for the price at which he must sell it, in order to bring his product within the lowest rate of duty.

Much of the very poor matting produced in 1900 met with a bad reception in the United States, and hence its production was much curtailed in 1901; and, the quality being better, the American demand could not be fully supplied.

It is greatly desired by the matting trade in Japan that the limit of cost for low-duty matting, now \$4 per roll of 40 yards, be extended to not less than \$5 or \$6 per roll, and it is pointed out that not only can a very much better quality be produced for even a dollar

advance, but that the vast importation of the cheapest quality indicates false economy upon the part of American consumers; indeed, it is claimed that good mattings are more generally used in Japan than in the United States. Matting grass is made into short lengths of 3 by 6 feet for Japanese houses generally; it also serves as covering for the straw mats called "tatami," placed in nearly all Japanese dwellings as floorings, and for making hats, rain coats, coverings, etc. Like bamboo, matting serves a multiplicity of uses. During the spring of 1902, American railroads refused to distribute mattings from Pacific coast ports to the interior at the old rate of freight, but they finally concluded to change that decision, doubtless fearing the competition of the Suez Canal route.

#### RUGS, HEMP, AND COTTON.

This is another of the almost exclusive productions of the Kobe consular district, the export being \$306,529, out of a total from Japan of \$314,354.

Great Britain took the largest share of this export last year, the value being \$153,226; the United States followed with \$85,489.

The rugs of hemp are thick, serviceable, and cheap; cotton rugs are much lighter in weight, and the quality of both is better than formerly.

There was a period when hemp rugs deteriorated to such an extent as to threaten ruin to the market. The principal industries of Japan are closely watched by a department of the Central Government, and when one is languishing, conditions are looked into; and it is said that this line, among others, has received Government attention.

#### COTTON YARNS.

The export of cotton yarns has not yet reached the figures of 1899 by \$3,513,821, which is principally due to the interrupted trade relations with the Chinese market, and later, to the fall in the value of silver; in fact, the latter has had a very serious effect on Chinese trade generally. Next to silk, cotton yarns form the largest Japanese export, and the manufacture, mainly in Osaka, gives employment to a vast amount of labor. Cotton yarns from Japan also find their way to Hongkong and Korea, but the export there was lessened last year. The Philippine Islands took none in 1899, but during 1900, \$79,740 worth went there from Japan, and this amount was increased in 1901 to \$133,023. Cotton yarns are mostly exported from this district; in round value, eighteen of the twenty-one million export leaves here. The capacity of the cotton mills in Japan has never yet been fully tested, otherwise the decline of export might be considered due to increased consumption in this country. Dealers in cotton yarns were formerly compelled to rely upon Great Britain for the finer counts, but this is no longer true, and such imports are gradually lessening. The Japanese manufacturer now has machinery for spinning these finer counts, and skilled labor for producing them, and he is using American cotton in their manufacture.

#### *Exports and imports of cotton yarns.*

Description.	1901.	1900.	1899.
Exports.....	\$10,689,855	\$10,253,453	\$14,203,676
Imports.....	2,427,121	3,507,437	2,471,736

## MATCHES.

One of the large exports of Japan is that of matches, chiefly manufactured at Kobe and Osaka and shipped from this port. The value exported last year was \$3,581,648 (a gain of 28 per cent), principally to Hongkong, China, and British India. The quality of both match and box is poor, and entirely unsuited to any except Eastern markets. This is one of the industries of Japan in which no improvement has ever been made or is likely soon to be made, the main object being cheapness. These matches can be lighted only on the outside of the box, and in this respect are of course safer than the better qualities made in the United States. This trade is mostly controlled by Chinese merchants. The matches are made in many small factories situated in the two cities named, and the manufacture of the boxes in which they are placed is an industry practiced in many private houses.

Match sticks, exported mostly to China and valued at \$94,372, were nearly all sent from Kobe.

## JAPANESE SCREENS.

The importation of screens into our country is light compared with that of Great Britain, but larger than that of any other country. Kobe, Osaka, and Kyoto are the principal cities engaged in their manufacture, and Kobe was the shipping point in 1901 for \$176,718 worth of the total Japanese export, valued at \$203,179. Great Britain leads every year, and in 1901 took screens valued at \$73,173; the United States, \$38,593; Hongkong, \$26,829, and China, \$10,062 worth. The most beautiful and expensive Japanese screens are to be seen in the city of Kyoto, and one is impressed with the perfection of workmanship necessary to their production. Those most gorgeously made, even though heavily gilded, are not the most expensive, but the ones that are of exquisite design and delicate coloring, the production of which has probably required years of painstaking labor. It is very questionable if any such are ever seen on sale outside of this country. The tourist in Japan sees them and sometimes buys them, but it would be a serious proposition for foreign merchants to import for sale the most valuable screens made in Japan, at an expense varying from one to five thousand dollars each.

## PORCELAIN AND EARTHEN WARE.

This district is the most prominent in the manufacture of porcelain and earthen ware, and about 70 per cent of the total Japanese export goes from Kobe. Having so long had an export market for their goods, the manufacturers a few years since became remiss as to quality, and this fact was noted by the authorities, who persuaded them to improve their wares in order to preserve their export trade. The inferior quality had been noted in those made for use in this country, and the mistake was rectified before the export market was interfered with, as may be seen by the fact that the exports have grown from \$1,086,305 in 1899 to \$1,226,008 in 1900 and \$1,240,850 in 1901.

The United States is the best customer for these wares, having during the last several years received an average of 41 per cent of the total export; Hongkong, Great Britain, and Korea standing next in the list.

## STRAW PLAITS.

There was considerable disappointment in regard to the demand for straw braids last year, as an exceptionally good crop of straw had been harvested in anticipation of an increase.

The foreign market seemed to demand a change in style of braid last year, and the Japanese producer had not provided for this, so that quotations dropped until they reached a price fully 40 per cent below those with which the season opened. The Japanese holders became very nervous over the matter, and themselves attempted to negotiate forced sales at great reductions with foreign markets, particularly with America; but their efforts were not rewarded, as they did not have what the foreign manufacturers wanted. It is probable that the increased popularity of Panama and Italian straws had something to do with the slackened demand for braids from Japan. The total export for the year decreased more than 25 per cent. The following table shows the falling off of braid exports to the principal countries using it:

*Exportation of straw plaits from Japan.*

Country.	1900.	1901.
Great Britain .....	\$974, 204	\$755, 185
United States .....	660, 610	412, 983
Hongkong .....	240, 266	112, 486
Australia .....	55, 006	76, 191
Germany .....	11, 158	51, 667
France .....	29, 456	38, 208
Other countries .....	33, 838	42, 382
Total .....	2, 004, 528	1, 498, 967

## FANS.

Another of the special industries of Kobe and of Osaka is the manufacture of fans, and there were sent from this port \$335,742 worth, or about 90 per cent of the total export, comprising over 19,000,000 pieces. Some 40 per cent of the total valuation, or more than 10,000,000 pieces, were sent to the United States, which would give a fan to almost every family in our country.

Next in order came Hongkong, with an import valued at \$60,398; Great Britain, \$57,592; Italy, \$39,060, and Germany, \$10,519.

## UMBRELLAS.

Umbrellas for supplying the Eastern trade are largely made in this consular district. Shipments from Kobe in 1901 were valued at \$387,073, and consisted of 1,704,893 pieces. The total value sent from Japan was \$509,786, of which China took \$267,426 worth, Hongkong \$120,948, and British India \$55,194. The material used for covering is imported principally from Great Britain.

The Japanese themselves are considerable users of umbrellas, both as a protection against the rain and sun. The lower classes employ in rainy weather large paper umbrellas, which being oiled are rendered impervious to water.

## TOOTH BRUSHES.

The United States invariably takes most of this export and has done so for a long time, \$121,275 of the total \$140,512 having gone there in

1901; also most of the other brushes exported, amounting to \$87,096. These tooth brushes are nearly all manufactured at Osaka and sent to this port for shipment.

Considerable cheap Japanese labor can be bestowed on the manufacture of these smaller articles. The percentage of cost for freight is very low, hence the only protection against the Japanese production lies in the rate of American duty. Advanced valuations have frequently been made by some of our custom-houses upon small articles manufactured at Osaka and shipped from this port.

Foreigners are looking into the advantages of cheap Japanese labor in this line, and some have already entered into partnership with Japanese manufacturers at Osaka.

#### CLOCKS, HANGING AND STANDING.

The Japanese make their own clocks; the import of these amounts to almost nothing—only \$85,163 last year—while they not only made enough for their own use, but exported a valuation of \$140,755, 72 per cent of which were manufactured at Kobe, Osaka, and elsewhere in this consular district. The yearly export is a steady one, all to Eastern markets. Last year, China took \$80,260 worth, Hongkong \$34,332, and British India \$15,310.

Among the sights most noticeable in a principal Japanese street are the numerous shops filled from top to bottom with clocks of many descriptions; every household has one clock or more, the setting of which is regulated at Kobe with reverent precision by the firing of the noonday gun.

#### WATCHES.

Although the Japanese make their clocks, they do not make their watches. There were imported last year from Switzerland watches valued at \$189,486; the total import was \$215,411; in 1900 it was \$363,415. Only \$10,116 worth came from the United States in 1901—about the yearly average. But our country does better in watch accessories and movements.

The following table shows these imports during the last two years. The customs returns do not record the exportation of any Japanese-made watches, and but \$1,085 worth of those foreign made. All the Japanese who are able to do so carry a watch.

*Importations into Japan of watches, etc.*

Country.	Watches (all kinds).		Watch accessories.		Watch movements.	
	1900.	1901.	1900.	1901.	1900.	1901.
Switzerland.....	\$296,388	\$169,486	\$68,725	\$88,113	\$89,257	\$124,761
United States.....	7,220	10,116	148,552	77,838	106,352	70,007
France.....	56,447	14,534	12,089	8,219	29,088	14,134
Great Britain.....	.....	.....	.....	.....	4,679	3,297
Germany.....	.....	.....	.....	.....	696	70
Other countries.....	3,359	1,275	1,797	1,846	.....	.....
Total.....	363,414	215,411	231,163	176,016	229,072	212,269

#### BAMBOO, AND BAMBOO MANUFACTURES.

One of the most useful products of Japanese forests is the bamboo tree, of which there are several varieties. Every part is used; even

the roots and young sprouts are utilized by being prepared as an article of food. The United States takes a large tonnage of fish poles alone, besides cut and stained bamboo for furniture and other manufactures.

Bamboo enters here very extensively into the building of houses and fences, and is largely used for water pipes, the making of brooms, and an almost endless variety of other articles.

Shipments of bamboo, principally of fish poles and blinds, take place almost wholly at this port, \$181,821 worth having gone from Kobe in 1901; \$49,045 of which went to the United States against \$59,296 to Great Britain. The total Japanese export increased from \$140,728 in 1889 to \$173,129 in 1900, and \$192,419 in 1901. In addition, bamboo blinds were exported last year (nearly all from Kobe) valued at \$51,162, and other manufactures of bamboo (about half from Kobe) at \$216,027. The total Japanese bamboo export is \$459,608.

#### VEGETABLE WAX.

Exports of vegetable wax have remained steady during the last three years, and, as usual, considerably more than half of the quantity shipped was landed at Hongkong, presumably for reshipment elsewhere. Hongkong being a free port, there is no way to officially trace the reshipments. Prices at Kobe, whence this product is almost wholly shipped, remained nearly stationary until the last three months of the year, when they advanced from about \$7.22 and \$7.47 per picul (133½ pounds) to \$7.97. Germany imported direct \$35,010 worth and the United States \$33,836.

#### CAMPHOR.

The camphor interests of Japan are nearly all centered at this port, and exportations are increasing each year. Prices have advanced nearly 100 per cent since 1898, but they were nearly alike in 1900 and 1901.

The total Japanese export in the years named was valued as follows, viz:

1898.....	\$584,938
1899.....	873,739
1900.....	1,529,209
1901.....	1,944,677

Quotations of crude and refined camphor during 1901 were:

Month.	Crude camphor. <sup>a</sup>		Refined camphor. <sup>b</sup>	
	Yen.	Cents.	Yen.	Cents.
January.....	0.88	43.8	1.06	52.2
February.....	.86	42.8	1.06	52.2
March.....	.84	41.8	1.06	52.2
April.....	.84	41.8	1.06	52.2
May.....	.81	40.3	1.03	51.2
June.....	.81	40.3	1.03	51.2
July.....	.80	39.8	1.04	51.7
August.....	.78	36.3	1.00	49.6
September.....	.70	34.8	1.00	49.6
October.....	.72	35.8	1.04	51.7
November.....	.82	40.8	1.00	49.6
December.....	.80	39.8	1.02	50.7

<sup>a</sup> Per picul of 133½ pounds avoirdupois.

<sup>b</sup> Per pound, one-half to 1-ounce cakes, in 1-pound tin boxes, in cases of 60 pounds net.

During the year under review, the Formosan Government acquired the plant of the Nippon Camphor Company at Kobe, and engaged in the distilling of refined camphor, pressed into cakes weighing from half an ounce to one ounce, packed in 1-pound tin boxes. This product of refined camphor is sold in Australia, India, and Europe; only a limited quantity was exported to the United States. Thus far, the output of this refinery has been between 5,000 and 10,000 pounds per month. There are also three other refineries in Kobe, which together turn out possibly one-third more than the above amount, one having been idle during a third of the time under review. The prices quoted for refined camphor are very high, compared with that of crude camphor. The cost of the 1-pound tin boxes, the labels, and the 60-pound cases increase the price about 5 cents per pound.

In distilling crude camphor from the camphor wood, a by-product called camphor oil (*keasleora*) is obtained, which contains some 50 to 55 per cent of crude camphor, and this is dissolved in the essential oil of camphor. This oil obtained from the camphor wood is all shipped to Kobe from Formosa and is stillled here, together with the camphor oil obtained from refining camphor wood in Japan. This product of camphor is called "sisai shono," meaning crude camphor; it is characterized by a fine white crystal; otherwise it does not differ from the crude camphor obtained directly from the chips of camphor wood called "yama shono."

This "yama shono," or mountain camphor, which is obtained from refining camphor wood in Japan, is mixed with "sisai shono" (obtained from camphor oil as mentioned above) in varying proportions of "sisai shono," 60 to 80 per cent, with "yama shono," 40 to 20 per cent, and is then packed in tubes holding from 130 to 200 pounds net, and exported to Europe and America. At the Formosa government refinery, situated in Kobe, "sisai shono" is said to be largely used without the admixture of "yama shono."

Very little, if any, Formosan "yama shono" finds its way to Kobe, it being shipped in cases to Hongkong en route to Europe and America.

#### RAGS.

Recently erected paper mills in Japan have considerably curtailed the export of rags from this country, and it was fortunate that this market was opened when importations into the United States were practically prohibited. This action was taken because of the existence in this district of a mild epidemic of plague during parts of 1899-1900. Up to then, exports of rags, mostly to our country, had been made upon a considerable scale, but they have now practically come to a standstill, and the previous sanitary reputation of this port has doubtless had much to do with it, although no plague has existed here in epidemic form since 1900. The increased demand by the newspaper mills will in itself have a tendency to limit future exportations.

The total export of rags last year was but \$9,500, and as usual nearly all of it went from Kobe to the United States. The normal export amounts to over \$100,000.

A plant for the disinfection of rags is located in Kobe, which is said by a United States expert recently here to be a very complete one for the purpose.



*Exportation of rags from Japan.*

To—	1900.	1899.
United States .....	\$84,221	\$8,899
Other countries .....	58	612
Total .....	84,278	9,501

## COPPER.

Copper mining is more extensively practiced in Japan each year, and there is a growing demand for copper in this country, much of the product being used in manufacturing the bronze works of art for which this country is so celebrated, and for many other purposes, including ship's use.

The extensive Sumitomo mines, situated in this consular district, are being industriously worked. Sumitomo copper is taken for the standard. Prices fluctuated through the year between \$19 and \$21.50.

The total export last year, of coarse and refined, was valued at \$6,874,975, \$3,790,215 worth of which was shipped from Kobe.

Copper exports of 1901 at Kobe were slightly increased, and compared with those since 1897 were:

*Exports of copper: Coarse, refined and sheet.*

1898 .....	\$1,937,405
1899 .....	3,496,420
1900 .....	3,875,062
1901 .....	3,871,292

## COAL.

The exportation of coal is constantly increasing, the principal importing countries being China, Hongkong, British India, and the Philippine Islands.

There are many qualities of Japanese coal; some is offensive to the smell and melts down to a pile of ash in a few minutes, and this is the most abundant and in most general use. There are qualities, however, which rank up with the coals of our middle West, particularly of Illinois; these bring an increased price of about 25 per cent, and are worth the difference. There are said to be more than one thousand coal mines in Japan, many of which are not worked, and it can therefore be seen that the production of coal will long remain one of the principal revenues of the country.

Extensive coal operations are conducted at this port by the Mitsui Bussan Kaisha, Browne & Co., and by the Northern Pacific Steamship Company.

The following are the exports of coal:

To—	1899.	1900.	1901.
China .....	\$2,692,588	\$2,171,900	\$8,251,589
Hongkong .....	2,001,274	2,376,505	2,449,135
British India .....	839,897	1,566,011	1,714,704
Philippine Islands .....	57,827	341,458	699,348
Other countries .....	277,210	388,551	621,847
Total .....	5,868,796	6,294,420	8,726,632

## CHARCOAL.

The exportation of charcoal is light, but the almost universal use of it by the Japanese may be noted as forming one of the customs of the people. The ever-present "hibachi" is fed by it, and this is a universal household requisite. There are two kinds, the one for culinary use—being a small furnace with draft, on which articles of food are quickly and neatly cooked—and the other a somewhat larger earthen receptacle, in the form of a bowl into which are placed pieces of live charcoal partly covered with ashes. These "hibachis" are used in private houses, in shops and in offices, and even in the coldest weather they are generally the only means for producing artificial warmth. Charcoal is placed in oblong packages holding about half a bushel, the outside being composed of sticks and leaves neatly put together, and costs at retail about 18 cents. Many foreigners become accustomed to the use of charcoal burned in "hibachi" and take the custom home with them.

The charcoal exported last year amounted to \$50,317, most of which went to China.

## MINERAL WATERS.

Most of the shipments under the classification of beverages are made at Kobe, and consist chiefly of the celebrated Tansan and Hirano waters produced in this consular district. Although the open ports of China take the bulk of the product, yet it is well known upon all the foreign steamship lines touching at this port. The tourist finds it upon all the vessels leaving the Pacific coast, and upon those sailing from this country to Europe, also on all hotel tables in the East; in fact, there are no mineral waters in Western countries better or more favorably known than are these Eastern waters.

The value of this export during 1901 was \$134,107, China having taken \$103,768 worth.

## BEER.

This is as common a beverage at and near the open ports as in our country. Beer breweries are conducted in Japan by stock companies, and their quotations have a prominent place upon the daily stock lists. The Japanese taste for spirituous liquors is for those of a mild character; hence the beers made in this country are not nearly so heavy as those in foreign lands.

Exports of beer from Kobe for the year 1901 were valued at \$227,022, out of a total of \$430,074, and \$385,802 worth of the whole went to China, Korea coming next with an import of \$28,386. The export of beer from Japan has rapidly increased since 1899, when the valuation was but \$87,531, and the share China took \$50,181.

## TRADE WITH CHINA AND HONGKONG.

Japan during 1901 exported to China commodities of her own production and manufacture, valued at \$20,860,197, and of foreign produce and manufacture, \$516,714 worth; total, \$21,376,938, this being more than double the export in 1897.

Japan imported from China during 1901 commodities amounting to \$13,573,979, being a less valuation than any since 1898. There was, therefore, a balance of trade due Japan from China in 1901 amounting to \$7,802,999.

The Japanese exports to Hongkong in 1901 were \$20,809,750, the largest for several years, and the import was valued at \$5,548,610, the largest since 1898.

The port of Kobe furnished in round numbers twelve and a-half of the twenty-one million export to China, and received seven of the thirteen and a-half million import; Kobe also sent nine of the twenty and a half million export to Hongkong, but received only one million of Hongkong's five and a half million exports to Japan.

*Chief exports of Japan to China (valued at not less than \$25,000 each).*

Articles.	Value.	Articles.	Value.
Tea, bancha	\$39,595	Cotton tissues:	
Fish, cuttle	172,137	Flannel	\$32,711
Iriko	196,108	Chifimi	26,226
Kanten (isinglass)	334,962	Gasnitooi	65,180
Seaweed	524,986	Gray shirtings	108,577
Cut	157,785	T cloths	211,497
Shark fins	43,967	All other	43,085
Shellfish, kainohashira	35,254	Towels	137,954
Shrimps	64,963	Cigarettes	554,343
Beer	285,902	Cement, Portland	73,395
Beverages	103,817	Coal	3,251,329
Mushrooms, shiitake	110,867	Match sticks	87,555
Sake	25,382	Sleepers, railway	231,995
All other comestibles	45,571	Slips, for match boxes	33,245
Buttons	80,877	Other timber, lumber, boards, and planks	176,659
Cotton undershirts and drawers	39,361	Clocks, hanging and standing	30,282
Socks and stockings	23,069	Glass:	
All other clothing and accessories	81,577	Looking	65,716
Camphor	32,056	Other manufactures of	71,231
Ginseng	148,321	Lacquered ware	42,691
Star anise	27,087	Lamps	119,972
Drugs and medicines, all other	38,904	Leather, manufactures of	65,905
Copper:		Matches	1,420,313
Coarse	36,142	Mats for floor	41,582
Refined	153,674	Porcelain and earthenware	72,111
Sheet	42,979	Printing machines	33,998
Nickel wire	26,860	Soap:	
All other metals, manufactures of	31,775	Toilet	82,229
Paper:		Washing	54,882
European	85,796	Umbrellas	267,436
Other	98,862	Vessels, steam and sailing	41,294
Silk tissues:		Wood, manufactures of	29,344
Habutae	88,012	All other articles	1,652,534
Other	79,126		
Cotton yarns	8,773,156	Total	21,576,995
Cotton blankets	90,573		

*Chief imports of Japan from China (valued at not less than \$25,000 each).*

Articles.	Value.	Articles.	Value.
Eggs, fresh	\$644,196	Wool	\$220,951
Alum	26,408	Cocoons	170,559
Musk	56,951	Tusah silk yarns	215,725
Lacquer	129,028	Pongee	60,505
Vermillion	59,735	Satins	41,539
Beans, soja	1,333,019	Other silk tissues	33,309
Other beans, pease, and pulse	66,481	Flax, hemp, jute, and China grass	437,085
Rice	431,901	Manure:	
Seeds:		Animal bone	102,034
Cotton	234,699	Oil cake	3,449,864
Sesame	139,285	Old and waste cotton	82,527
All other grains and seeds	204,265	Rattans	31,346
Hair, animal	41,806	Timber, lumber, boards, and planks	46,921
Hides or skins, bull, ox, cow, and buffalo	40,966	Fishing guts	53,115
Iron, pig and ingot	35,598	Mats, packing	129,409
All other metals	42,692	Straw plaits	42,371
Oil, castor	28,490	All other articles	715,007
Paper, Chinese	30,635		
Sugar	732,230	Total	13,573,979
Cotton, raw:			
Ginned	3,236,509		
In the seeds	186,338		

## RECAPITULATION.

Total exports to China .....	\$21, 876, 968
Total imports from China .....	13, 573, 979
Balance of trade due Japan from China .....	7, 802, 969

*Chief exports of Japan to Hongkong (valued at not less than \$25,000 each).*

Articles.	Value.	Articles.	Value.
Rice .....	\$710, 453	Cotton yarns .....	\$1, 111, 947
Fish:		Cotton tissues:	
Cuttle .....	735, 411	Flannels .....	156, 384
Salmon and cod .....	88, 660	Chijimi .....	115, 981
Tatsukuri .....	52, 911	Tenuguiji .....	88, 351
Other, dried or salted .....	80, 506	T cloths .....	35, 718
Isinglass .....	208, 624	Towels .....	38, 187
Shark fins .....	28, 672	Bamboo .....	42, 370
Shellfish:		Coal .....	2, 448, 135
Awabi .....	208, 284	Manganese .....	27, 625
Kainohashira .....	62, 180	Snak gourd .....	28, 121
Shrimps .....	108, 046	Boards for tea boxes .....	42, 017
Ginger .....	39, 871	Cigarettes .....	37, 874
Ground nuts .....	149, 164	Clocks, hanging and standing .....	34, 332
Mushrooms, shiitake .....	285, 517	Corals .....	38, 063
Camphor .....	373, 800	Fans .....	60, 399
Camphor oil .....	66, 981	Lacquered ware .....	92, 829
Ginseng .....	72, 008	Matches .....	1, 504, 860
Menthol, crystal .....	81, 614	Porcelain and earthenware .....	145, 351
Antimony .....	26, 008	Screens .....	26, 829
Copper, refined .....	4, 814, 229	Straw plaits .....	112, 496
Umbrella ribs .....	28, 896	Toys .....	26, 576
Oil, fish .....	159, 962	Umbrellas, European .....	120, 949
Vegetable wax .....	184, 947	Other articles .....	1, 423, 784
Furs .....	166, 986		
Silk, habutae .....	4, 116, 436	Total .....	20, 789, 589
Silk handkerchiefs .....	197, 886		

The imports of Japan from Hongkong are stated below:

Refined sugar .....	\$4, 406, 922
Raw sugar .....	1, 007, 187
Cordage and ropes of flax, hemp, jute, and China grass .....	51, 431
All other articles .....	84, 070

Total imports from Hongkong .....	5, 548, 610
Balance of trade due Japan from Hongkong .....	15, 261, 140

Hongkong is a receiving and distributing point for China, and therefore this trade has a relation to the foreign commerce of Japan.

*Balance of trade with China and Hongkong.*

Trade balance due Japan from—	
China .....	\$7, 802, 969
Hongkong .....	15, 261, 140

Trade balance due Japan from both China and Hongkong ..... 23, 064, 099

The foregoing statement shows that Japan stands in the relation of lender to China to the extent of \$7,802,959, and if the excess of Japanese exports to China via Hongkong could be ascertained, it would largely increase China's indebtedness to this country; but Hongkong being a free port, reliable statistics can not be obtained.

JAPANESE TRADE WITH THE PHILIPPINES.

The total export of Japanese produce and manufactures to the Philippine Islands amounted in 1901 to \$1,263,455, and of foreign produce and manufactures to \$21,724; total, \$1,285,179.

The total imports from the Philippines were \$1,484,553, shipments of sugar amounting to \$1,351,904, and of flax, hemp, and jute to \$107,067.

The most valuable Japanese product sent there during 1901 was potatoes, \$78,202. Matches (\$47,281), umbrellas (\$30,897), steam and sailing vessels (\$7,669), porcelain and earthenware (\$4,787), toys (\$2,997), screens (\$2,156), and waste cotton yarns (\$2,011) followed.

The foreign products of largest value sent there were: Raw silk, \$10,951; fishing gut, \$3,084; ginned cotton, raw, \$2,639; carbolic acid, \$1,394, and typewriters, \$732.

Shipments of potatoes from Japan to the Philippine Islands increased strongly last year. During 1899, this export was but \$20; in 1900 it rose to \$1,272, and last year to \$78,202.

Because of the dread of plague, the importation there of potatoes from China has been prohibited. It is feared that potatoes grown in that country have reached Manila via Japanese ports, and measures have been taken to avoid this.

Several cargoes of cattle have been shipped from this port to the Philippine Islands during the last year.

*Exports to the Philippines from Kobe.*

Articles.	Value.	Articles.	Value.
Bamboo ware.....	\$1,047	Peanuts.....	\$1,882
Beverages.....	6,887	Porcelain and earthenware.....	1,854
Bronze and other metal ware.....	800	Potatoes.....	3,663
Brushes, tooth and other.....	1,568	Screens.....	1,133
Camphor.....	1,340	Silk handkerchiefs.....	19,329
Cotton yarns.....	133,023	Straw braid.....	730
Cotton blankets.....	199	Towels.....	1,812
Cotton crapes.....	861	Toys.....	1,488
Cotton shirts, undershirts, and draw- ers.....	5,502	Turkey reds.....	3,888
Cuttlefish.....	226	Umbrellas.....	28,796
Oranges.....	224	Vegetable wax.....	20,187
Paper:		Other articles.....	127,666
Usuyo.....	490		
Other.....	719	Total.....	367,794
Napkins.....	178		

*Imports from the Philippines at Kobe.*

Articles.	Value.
Cigars.....	\$4,155
Flax, hemp, and jute.....	37,988
Sugar.....	497,088
Other articles.....	719
Total.....	539,850

TRADE WITH HAWAII.

Many articles of food are continually exported to Hawaii for the use of the large Japanese population there; also a Japanese liquor, called saké.

Saké corresponds somewhat to the lighter wines made abroad, the principal basis of its manufacture being rice. It is mostly exported from Kobe, \$270,624 worth of the total export of \$396,722 having

gone from here in 1901, while \$220,339 worth of the total was shipped to Hawaii. The export to Hawaii has grown three fold during the last two years. Korea took \$108,394 worth, and the exports to San Francisco were valued at \$23,356, more than double the quantity of two years ago.

*Exports to Hawaii from Kobe.*

Articles.	Value.	Articles.	Value.
Bamboo ware .....	\$544	Shellfish, dried .....	\$1,865
Beans .....	8,545	Sake .....	218,723
Books .....	651	Silk crapes .....	716
Bronze and other metal ware .....	1,696	Say .....	3,419
Confectionery and sweetmeats .....	3,114	Straw braid .....	1,616
Drugs, medicines, and chemicals .....	8,023	Tea .....	674
Fish .....		Toys .....	1,043
Cattle .....	1,989	Vermilion .....	8,044
Dried and salted .....	24,329	Vegetables and fruits .....	7,573
Hats and caps .....	717	Vegetable wax .....	886
Isinglass .....	756	Umbrellas .....	792
Mushrooms, shiitake .....	2,374	Wood ware .....	809
Papers .....	970	Other articles .....	144,892
Porcelain and earthenware .....	6,494		
Rice .....	137,088	Total .....	588,038
Seaweed .....	1,296		

The imports from Hawaii at Kobe amounted to \$1,007.

The total Japanese exports to Hawaii in 1901 were somewhat less than \$1,000,000 in value, and the total import was \$3,336, mostly coffee.

**EXPORTS OF IMPORTED ARTICLES.**

Japan exported during 1901, principally to Eastern countries, about \$1,500,000 worth of her foreign imports, those of largest value being:

Articles.	Value.
<b>To China:</b>	
Chlorate of potash .....	\$2,697
Cigarettes .....	7,221
Copper, bar, rod, plate, and sheet .....	4,494
Cordage of flax, hemp, jute, and China grass .....	11,983
Cotton, raw, ginned .....	282,065
Flour .....	4,186
Gunny bags .....	16,807
Iron cables .....	3,147
Iron wire .....	5,107
Lubricating oil .....	7,204
Old iron .....	4,282
Silk, raw .....	5,914
Silk yarns .....	6,276
Wine .....	3,377
Woolen and worsted cloths .....	8,443
Other articles .....	143,539
<b>Total .....</b>	<b>516,740</b>
<b>To Hong Kong:</b>	
Beans, peas, and pulse .....	5,710
Cotton, raw, ginned .....	1,772
Flax, hemp, and jute .....	1,296
Gunny bags .....	4,596
Paper, match, packing, printing, and other .....	1,596
Paraffin wax .....	3,860
Rice .....	11,295
Silk, raw .....	916
Woolen yarns .....	10,421
Other articles .....	30,251
<b>Total .....</b>	<b>71,212</b>

Articles.	Value.
<b>To Korea:</b>	
Aniline dyes .....	\$43,880
Cotton threads .....	4,871
Cotton, raw, ginned .....	25,897
Flour .....	5,000
Iron, sheet, galvanized .....	20,419
Iron, bar and slab .....	23,386
Iron nails .....	23,288
Iron, plate and sheet .....	7,513
Iron rails .....	32,800
Kerosene oil .....	16,062
Nickel .....	9,239
Rice .....	8,753
Sugar .....	7,602
Woolen cloths .....	96,009
Other articles .....	145,006
<b>Total .....</b>	<b>479,070</b>
<b>To British India:</b>	
Cordage and rope of flax and hemp .....	\$1,149
Cotton, raw, ginned .....	126,966
Fire engines and pumps .....	365
Saffron .....	966
Tin, black, ingot and slab .....	966
Other articles .....	1,777
<b>Total .....</b>	<b>129,509</b>
<b>To the Philippine Islands:</b>	
Carbolic acid .....	\$1,304
Cotton, raw, ginned .....	2,000
Fishing guts .....	3,055
Silk, raw .....	10,951
Type writers .....	602
Other articles .....	2,973
<b>Total .....</b>	<b>21,725</b>
<b>To Russian Asia:</b>	
Cordage and ropes of flax, hemp, and jute .....	\$5,197
Corks .....	1,430
Drugs, chemicals, and medicines .....	2,529
Iron, bar and rod .....	6,471
Kerosene oil .....	2,180
Lead, all colors .....	1,304
Lubricating oil .....	6,379
Paint, in all .....	2,526
Rails, and fittings thereof .....	18,236
Sugar .....	1,000
Other articles .....	51,222
<b>Total .....</b>	<b>90,904</b>

## OPEN PORTS IN JAPAN.

The commerce of the United States with Japan is conducted at the three ports of Yokohama, Kobe, and Nagasaki, but there are 22 other open ports in this country at which no American vessel called during 1901, except at Moji and Hakodate.

Calls were made at Moji for the purpose of taking on coal by ships of all nationalities. From Great Britain, 526; Norway, 94; Germany, 85; Austro-Hungary, 52, and the United States, 36. French ships do not call at Moji.

At Hakodate, 6 American sailing vessels called, totaling 3,929 tons.

In conducting domestic trade, Japanese vessels call at all these lesser ports, and at 6 of them 145 British vessels entered.

Permission of the Government may be obtained for foreign vessels to visit unopened ports.

## SHIPBUILDING IN KOBE.

The Kawasaki dockyard at Kobe has recently extended its facilities for the building of ships, and in June of 1902 turned out the first foreign government order ever received in Japan. This was from the Chinese Government, the *Liu Hsing*, a vessel of 700 tons, with twin screws, to be used by the imperial customs as a light-house and buoy tender. It is lighted by electricity and furnished with the latest improvements.

A more recent launch was that of the *Keijo Maru*, for the "Osaka Shosen Kaisha" mail service to Korea. This is the thirteenth vessel built at this yard for that company, and three others are now under contract for the same line. It is also the ninth built since the operation of the shipbuilding encouragement act of 1896.

The new graving dock of the Kawasaki Dockyard Company was opened June 9, 1902, and it is claimed to have appointments superior to other dry docks in the Far East. It has been six years in construction. Length, 407 feet 6 inches; depth, 23 feet 9 inches; width, entrance at top, 63 feet 6 inches; bottom, 51 feet 7 inches.

## VALUE OF GOODS SHIPPED IN JAPANESE MERCHANT VESSELS.

So far as the ocean carrying trade of Japan is represented by the value of goods carried, it has gained nearly 1,200 per cent within the last ten years.

This seems a most wonderful leap in one decade, from seven and a half million dollars to ninety-one and a half million, but the most remarkable gain has been made since 1897, a period of four years, during which the trade has sprung from less than thirty-nine and a half million to ninety-one and a half million dollars.

The value of goods exported by Japanese vessels last year was nearly forty-seven million dollars, and of those imported somewhat over forty-nine and a half millions, making a total of ninety-one and a half millions, against the one hundred and sixty-one and a half millions from all the other nationalities combined.

## STATISTICS FOR KOBE.

*Customs receipts at Kobe.*

Import duties.....	\$2, 835, 101
Tonnage dues.....	44, 091
Miscellaneous.....	42, 830
Total.....	2, 722, 022

*Exports and imports of specie and bullion at Kobe.*

Exports.....	\$4, 644, 402
Imports.....	3, 651, 232
Excess of exports.....	993, 170



*Tonnage entered and cleared at the port of Kobe, 1901.*

Nationality and description.	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
Austrian steamers .....	19	58, 948	18	50, 709
Belgian steamers .....	1	2, 047	1	2, 046
British steamers .....	451	1, 196, 500	451	1, 197, 982
British sailers .....	6	14, 677	6	15, 329
Chinese steamers .....	2	1, 652	2	1, 632
Corean steamers .....	3	658	3	656
Danish steamers .....	1	1, 855	1	1, 855
Dutch steamers .....	5	10, 655	5	10, 655
French steamers .....	54	111, 557	54	111, 557
German steamers .....	110	418, 798	112	430, 544
German sailers .....	6	12, 183	6	12, 184
Japanese steamers .....	732	1, 050, 754	696	1, 013, 978
Japanese sailers .....	11	146	1	86
Norwegian steamers .....	14	22, 229	13	19, 347
Russian steamers .....	1	713	1	713
United States steamers .....	53	128, 129	56	128, 129
United States sailers .....	6	9, 988	7	8, 398
Total .....	1, 475	3, 085, 949	1, 432	3, 065, 786
1900 .....	1, 361	2, 816, 949	1, 326	2, 786, 677

## FREIGHTS.

There are four classes of cargo for London, Marseilles, Hamburg, and other continental ports. The rates established at the commencement of the year and maintained throughout were 50s. (\$12.16), 45s. (\$10.95), and 40s. (\$9.73); for rice, 27s. 6d. (\$6.69) was quoted for earlier shipments, but before the year closed freights had fallen to 20s. (\$4.87).

The overland rate for tea to the United States and Canada started at 1½ cents gold and remained unchanged; for silk, it was 6 cents gold, as in 1900. Matting in car lots was charged 1½ cents gold during the first of the export season, and afterwards 1¼ cents gold. In less than car lots, 1¼ cents gold.

The following rates were quoted for New York via Suez:

Article.	Highest.		Lowest.	
	English currency.	U. S. currency.	English currency.	U. S. currency.
Merchandise .....	s. d.		s. d.	
Rice, per ton of 2,240 pounds .....	80 0	\$7.30	25 0	\$6.08
Tea .....	80 0	7.30	25 0	6.08
	80 0	7.30	27 6	6.09

*Sailing vessels.*—Freights to New York by sailing vessels opened at 25s. (\$6.08) in January and remained at that figure until the last of August. During September and October, they were 22s. (\$5.35), but November and December found them at 20s. (\$4.87).

## EXCHANGE.

Fluctuations in rates for sterling bills on London were slight, ranging for bank sight from 2s. (49 cents), 1s. 4d. (32.4 cents) to 2s. (49 cents), 5s. 8d. (\$1.38); credits (four months), from 2s. (49 cents) or 2s. 1d. (50.06 cents), to 16s. 4d. (\$3.97).

SAMUEL S. LYON, *Consul.*

KOBE, *October 18, 1902.*

**SUPPLEMENTAL: TRADE IN 1902.**

Importations at Kobe during the first six months of 1902 are shown by customs returns to be in excess of those received during the corresponding period of 1901 by about 23 per cent, the increased valuation exceeding \$7,500,000.

There were enlarged receipts of raw cotton, kerosene oil, iron nails, iron pipes and tubes, leather, and paraffin wax, but the United States did not increase its exports in any of these lines, except in cotton, kerosene oil, and paraffin wax.

There were diminished receipts of locomotives and parts thereof, materials of bridges and buildings, railway iron, iron (bar and rod), flour, and lesser items, and the United States fell behind in all these exports, except in materials of bridges and buildings.

Nevertheless, in connection with these losses and gains in shipments to Kobe, it is gratifying to note that while, on account of the general prosperity of our country, our exporters do not seem to have been seeking very eagerly for foreign markets, and, while trade conditions as yet are much depressed in Japan, general imports from the United States at this port during the first six months of 1902 have been in excess of those received in the corresponding period of 1901 by nearly \$2,250,000, while our exports to all Japan during the time stated have exceeded in value those of the corresponding period of last year by nearly \$2,000,000.

The only cause, however, of an increased valuation of imports at Kobe during the half year was the largely augmented receipts of raw cotton, these having been more than enough to account for the excess of import. The increasing demand for cotton is looked upon as one of the sure indications of returning prosperity, as it shows an enlarged market for the Japanese products of cotton, chief of which are yarns.

During the period under review, there was a small shrinkage at Kobe in the value of exports, the most noticeable items affected being copper, camphor, cotton yarns, mushrooms, beer, and vegetable colle.

There were increases in unbleached muslins, T cloths, towels, fans, glass (looking and other), antimony, mattings, matches, cigarettes, rice, and cuttlefish.

The foreign trade of Kobe during the six months ended June 30, 1902, shows an excess in value of imports over exports of \$21,887,007, and a comparison with the corresponding period of the last two years gives the following figures:

Period.	Exports.	Imports.
First half of—		
1900 .....	\$17,962,876	\$43,512,266
1901 .....	18,641,769	32,324,900
1902 .....	17,963,754	39,840,761

*Returns of port of Kobe, January to June (inclusive).*

Commodities.	1902.	1901.
<b>EXPORTS.</b>		
Japanese produce and manufactures .....	\$17,858,749	\$18,482,394
Foreign produce and manufactures .....	95,004	159,875
<b>Total .....</b>	<b>17,953,753</b>	<b>18,641,769</b>

*Returns of port of Kobe, January to June (inclusive)—Continued.*

Commodities.	1902.	1901.
<b>IMPORTS.</b>		
Foreign produce and manufactures .....	\$39,811,708	\$32,228,118
Japanese produce and manufactures .....	29,056	26,781
Total .....	39,840,761	32,254,899
Total exports and imports .....	57,794,514	50,968,669
Imports excess over exports .....	21,887,007	13,683,130
<b>SPECIE AND BULLION.</b>		
Gold coin and bullion exports .....	129,480	2,610,264
Silver coin and bullion exports .....	112,238	228,127
Total .....	241,718	2,838,391
Gold coin and bullion imports .....	2,682,709	435,176
Silver coin and bullion imports .....	151,196	26,451
Total .....	2,833,904	461,627
Grand total .....	3,075,683	3,300,019
Total difference between exports and imports .....	2,562,246	2,316,883

*Returns of Port of Kobe, January to June, inclusive.*

Principal articles.	1902.		1901.	
	Quantity.	Value.	Quantity.	Value.
<b>RAW MATERIALS.</b>				
Cotton seeds .....	19,750,466 pounds..	\$111,235	38,112,948	\$191,337
Iron, pig and ingot .....	24,831,697 do.....	178,608	32,900,201	301,305
Cotton:				
Raw .....	258,868,800 do.....	22,210,763	149,955,865	13,780,146
On the seeds .....	8,990,886 do.....	267,436	7,426,266	183,118
Wool .....	604,840 do.....	156,223	1,522,787	204,885
Flax, hemp and jute .....	3,727,564 do.....	162,242	7,192,066	245,598
Total .....		28,076,507		14,906,387
<b>ARTICLES ROUGHLY MANUFACTURED.</b>				
Iron:				
Bar and rod .....	26,126,250 pounds..	431,797	25,067,097	470,029
Plate and sheet .....	17,361,320 do.....	329,272	10,458,561	204,454
Sheet, galvanized .....	5,839,870 do.....	205,561	3,467,362	124,945
Zinc .....	4,258,801 do.....	252,527	1,688,382	105,622
Cotton yarns .....	601,908 do.....	136,527	906,552	252,476
Woolen yarns .....	138,680 do.....	62,568	130,000	63,644
Materials of bridges and buildings .....	2,348,448 do.....	71,307	5,187,298	188,004
Leather .....	472,268 do.....	116,236	450,960	104,619
Total .....		1,005,595		1,510,455
<b>ARTICLES MANUFACTURED.</b>				
Locomotive engines and parts of .....		258,297		261,526
Machinery:				
Spinning .....		42,611		261,115
All other .....		657,683		1,026,248
Potash, chloride .....	3,434,877 pounds..	209,294	1,701,713	116,677
Soda, caustic .....	4,031,700 do.....	95,545	3,958,869	91,366
Aniline dyes .....	638,401 do.....	179,421	482,286	124,196
Indigo, dry .....	486,857 do.....	437,950	879,173	339,797
Glasses, window .....	96,151 100 square feet..	302,502	35,071	104,932
Rails .....	3,172,928 pounds..	44,031	9,608,481	181,199
Iron:				
Nails .....	15,766,169 do.....	305,807	5,708,938	127,655
Pipe and tubes .....	2,567,550 do.....	81,915	2,104,344	65,312
Kerosene oil .....	16,152,124 gallons..	1,706,810	12,515,708	1,664,262
Paraffine wax .....	3,166,681 pounds..	99,385	1,420,986	77,766
Papers .....		482,064		420,429

Returns of port of Kobe, January to June, inclusive—Continued.

## IMPORTS—Continued.

Principal articles.	1902.		1901.	
	Quantity.	Value.	Quantity.	Value.
<b>ARTICLES MANUFACTURED—continued.</b>				
<b>Cotton:</b>				
Flannels.....square yards..	302,187	\$32,064	148,112	\$18,888
Prints.....do..	2,888,089	197,486	157,008	11,960
Satin.....do..	1,628,907	176,944	3,610,885	447,641
Shirtings:				
Gray.....do..	12,090,596	418,665	8,750,918	143,500
White.....do..	3,148,978	158,758	1,119,791	65,414
Flannels.....do..	113,602	29,651	25,984	7,560
Italian cloth.....do..	333,865	60,967	226,820	41,831
Mousseline de laine.....do..	3,569,894	510,682	4,116,332	580,550
Woolen cloths.....do..	70,810	36,788	136,340	73,717
Cotton mixed.....do..	187,421	46,777	175,989	46,062
Silk and cotton plush.....do..	160,474	99,732	59,168	42,687
<b>Total.....</b>		<b>6,624,089</b>		<b>6,224,384</b>
<b>MISCELLANEOUS.</b>				
Eggs.....mille..	20,550	128,004	20,016	121,681
Flours, wheat.....pounds..	18,129,582	226,336	14,568,372	238,238
Beans, peas, and pulses.....do..	86,612,188	899,709	325,638	882,140
Rice.....do..	81,269,866	999,696	70,285,066	892,771
Sugar:				
Brown.....do..	10,968,400	184,705	21,183,868	466,816
Refined.....do..	8,097,883	74,142	60,835,066	1,743,099
Oil cakes.....do..	128,761,600	1,086,229	94,385,868	775,331
<b>Total.....</b>		<b>2,972,810</b>		<b>4,570,671</b>
All other articles.....		<b>5,561,810</b>		<b>5,113,000</b>
<b>Total imports.....</b>		<b>39,840,761</b>		<b>32,324,899</b>

## EXPORTS.

<b>RAW MATERIALS.</b>				
Antimony.....pounds..	990,425	\$52,884	200,877	\$13,658
Copper.....do..	7,627,286	981,125	11,180,894	1,651,179
Vegetable wax.....do..	2,529,404	151,309	2,044,517	114,086
Furs.....number..	205,716	148,571	175,509	147,214
Bamboo.....do..		80,308		93,407
<b>Total.....</b>		<b>1,364,192</b>		<b>2,019,539</b>
<b>ARTICLES ROUGHLY MANUFACTURED.</b>				
Silk, noshi, and waste.....pounds..	435,087	109,175	302,774	101,176
Cotton yarns.....do..	26,295,692	3,292,287	33,843,404	4,317,720
Match sticks.....do..	4,898,342	41,010	4,313,749	37,661
Straw plaits.....bundle..	3,849,814	634,433	3,023,489	696,967
<b>Total.....</b>		<b>4,076,906</b>		<b>5,153,524</b>
<b>ARTICLES MANUFACTURED.</b>				
Buttons.....do..		62,463		63,811
Cotton undershirts and drawers.....dozen..	72,701	38,399	50,897	34,738
Bronze, manufactures of.....do..		45,110		36,959
Camphor.....pounds..	2,792,758	880,006	3,006,526	1,061,625
Papers.....do..		79,823		79,480
Silk (Habutai).....do..	2,776	14,586	9,100	25,298
Cotton blankets.....do..	250,414	42,780	135,556	25,828
Cotton flannels.....pieces..	57,286	37,410	49,700	34,229
Cotton gonito-ori.....do..	36,208	15,353	55,084	27,195
Cotton white tissues.....do..	24,577	6,304	96,477	29,785
Cotton gray shirtings.....yards..	3,174,608	180,753	1,187,320	52,148
Cotton T cloth.....yards..	4,485,200	164,774	2,998,170	97,472
Towels.....dozen..	335,239	140,023	224,749	85,770
Carpets, hemp, cotton, and other.....yards..	589,261	161,748	320,826	171,235
Cigarettes.....thousands..	247,506	333,296	194,767	277,543
Bamboo, manufactures of.....do..		47,425		77,645
Brushes.....do..		110,736		101,989
Clocks, hanging and standing.....number..	85,787	46,610	41,429	52,218
Fans.....do..	5,908,465	150,782	6,882,565	124,400

*Returns of port of Kobe, January to June, inclusive—Continued.*

## EXPORTS—Continued.

Principal articles.	1902.		1901.	
	Quantity.	Value.	Quantity.	Value.
<b>ARTICLES MANUFACTURED—continued.</b>				
Glass, looking and all others .....		\$134, 144		\$70, 652
Lacquered ware .....		37, 008		45, 919
Lamps and parts of .....		85, 382		72, 864
Matches .....	12, 106, 784	1, 793, 015	11, 258, 695	1, 638, 335
Matings .....		1, 644, 249		1, 227, 300
Porcelain and earthen ware .....		349, 894		302, 530
Screens .....	59, 222	89, 368	60, 594	86, 955
Toys .....		54, 293		51, 306
Umbrellas, European .....	124, 119	279, 244	1, 388, 736	305, 973
Total .....		6, 974, 964		6, 387, 215
<b>MISCELLANEOUS.</b>				
Tea .....	3, 708, 781	582, 310	4, 582, 077	536, 294
Rice .....	120, 370, 132	2, 282, 787	94, 734, 800	1, 892, 238
Fish, cuttle .....	1, 664, 486	130, 224	795, 723	64, 756
Kanten or isinglass .....	1, 118, 904	278, 780	1, 189, 760	335, 131
Seaweeds .....	2, 459, 088	27, 750	2, 471, 094	33, 033
Shrimps .....	568, 890	41, 509	578, 845	45, 444
Mushrooms .....	408, 641	73, 915	554, 182	112, 544
Beer .....	58, 067	68, 729	140, 052	158, 739
Sako .....		111, 966		106, 700
Total .....		8, 537, 940		3, 279, 973
All other articles .....		1, 999, 751		1, 831, 517
Total exports .....		17, 955, 754		18, 641, 709

*Steamers and sailing vessels.*

Description.	1902.		1901.	
	Number.	Tonnage.	Number.	Tonnage.
Entered .....	742	1, 621, 196	725	1, 475, 885
Cleared .....	721	1, 598, 691	704	1, 456, 120
Total .....	1, 464	3, 214, 889	1, 429	2, 932, 005

*Duties.*

Description.	1902.	1901.
Custom duties .....	\$1, 308, 970	\$1, 326, 265
Tonnage dues .....	25, 067	22, 145
Miscellaneous .....	19, 069	21, 250
Total .....	1, 353, 106	1, 369, 660

## FOREIGN POPULATION OF KOBE.

The foreign population of Kobe is as follows:

British .....	548	Dutch .....	11
German .....	186	Italian .....	10
American .....	163	Spanish .....	8
French .....	67	Norwegian .....	8
Portuguese .....	62	Swedish .....	7
Danish .....	21	Australian .....	6
Russian .....	14	Belgian .....	4

Greek .....	4	At Suma (about 4 miles from Kobe):	
Turkish .....	2	British .....	18
Persian .....	1	German .....	12
Chinese .....	1,891	French .....	1
Korean .....	35	Chinese .....	1
Total .....	3,048	Grand total .....	3,078

The above does not include American missionaries at Osaka, near Kobe; they number about 26.

*Number of foreign firms. <sup>a</sup>*

British .....	69	Dutch .....	1
German .....	28	Russian .....	1
American .....	28	Spanish .....	1
French .....	12	Swiss .....	1
Indian .....	8	Chinese .....	20
Austro-Hungarian .....	3	Total .....	174
Italian .....	2		
Portuguese .....	2		

### TRADE OF OSAKA.

The following table shows the foreign trade at the port of Osaka, 20 miles distant from Kobe, formerly under the Kobe director of customs, but recently placed under separate management:

*Principal exports and imports, January to June, inclusive.*

#### EXPORTS.

Articles.	1902.	1901.
Beer .....	\$27,698	\$69,162
Sake .....	88,960	88,670
Cotton shirting .....	22,615	16,667
Paper, European .....	28,448	26,262
Silk goods .....	46,190	16,315
Cotton goods .....	754,289	591,518
Towels .....	80,808	17,279
Cigarettes .....	61,813	58,872
Cotton spinning .....	16,786	18,217
Matches .....	133,760	52,383
Glasses .....	79,228	28,670
Soap .....	28,916	14,813
Umbrellas .....	98,212	67,391
Cotton yarns .....	121,561	847,847
Kanten (isinglass) .....	108,120	27,389
Straw bags .....	19,571	62,062
Copper .....	235,886	53,249
Cotton on the seeds .....	2,609	7,773
Seaweeds .....	28,499	15,367
All other articles .....	890,294	533,712
Total .....	2,748,670	2,060,108

#### IMPORTS.

Chinese lacquer .....	\$41,528	\$46,846
Cow leather .....	128,750	108,485
Metals .....	129,682	65,966
Straw plaits .....	13,656	13,886
Timbers and planks .....	21,217	16,491
Sheep wool .....	78,081	68,564
Silk thread .....	158,400	65,968
All other articles .....	266,217	102,117
Total .....	826,479	476,888

<sup>a</sup> Approximate.

*Exports and imports, port of Kobe and port of Osaka, January to June, inclusive.*

Country.	1902.			
	Exports.		Imports.	
	Kobe.	Osaka.	Kobe.	Osaka.
British India.....	\$786,200	\$1,945	\$15,879,610	\$184
China.....	5,873,358	1,614,047	3,757,815	292,364
Korea.....	67,121	1,175,209	186,377	740,973
Hongkong.....	3,372,055	87,285	34,408	.....
Java.....	.....	.....	.....	753,563
Russian Asia.....	17,439	24,849	81,175	.....
Belgium.....	82,183	.....	541,460	.....
France.....	353,448	.....	507,298	51,435
Great Britain.....	1,656,010	.....	4,922,248	207,920
Germany.....	813,622	.....	2,753,333	138,995
Austria.....	324,377	.....	154,429	.....
Switzerland.....	174	.....	227,717	.....
Canada and other British America.....	146,134	.....	8,022	.....
United States of America.....	3,224,974	.....	8,256,060	.....
Australia.....	398,364	.....	88,699	.....
Other countries.....	886,300	52,392	2,192,115	133,113
Total.....	17,953,754	2,955,728	39,340,761	2,474,033

  

Country.	1901.			
	Exports.		Imports.	
	Kobe.	Osaka.	Kobe.	Osaka.
British India.....	\$637,914	\$8,937	\$9,777,092	\$9,472
China.....	6,116,147	539,346	3,416,535	257,953
Korea.....	102,596	1,544,405	374,883	1,329,913
Hongkong.....	4,895,689	38,788	458,682	.....
Java.....	.....	.....	.....	324,022
Russian Asia.....	25,004	13,026	258	.....
Belgium.....	44,522	.....	628,085	.....
France.....	270,751	.....	446,111	.....
Great Britain.....	1,440,475	.....	5,268,642	137,805
Germany.....	610,428	.....	2,655,471	34,740
Austria.....	204,872	.....	760,295	217,740
Switzerland.....	95	.....	309,120	.....
Canada and other British America.....	153,141	.....	12,612	.....
United States of America.....	2,975,584	.....	6,048,681	.....
Australia.....	464,356	.....	134,892	.....
Other countries.....	701,094	10,913	2,083,539	40,562
Total.....	18,641,769	2,155,370	32,324,899	2,862,177

### TRADE AT OTHER PORTS.

The table submitted below shows the foreign trade at the ports of Sakai, Hamada, Itosaki, and Miyadzu in this consular district.

*Principal exports and imports, January to June, inclusive.*

Articles.	Exports.		Imports.	
	1902.	1901.	1902.	1901.
<b>SAKAI.</b>				
Sake.....	\$786	\$587	.....	.....
Rice.....	1,135	688	\$1,294	\$533
Timber and planks.....	2,195	1,029	1,745	904
Straw ropes.....	874	488	.....	.....
Beans, soja.....	.....	.....	10,004	7,476
Oil cakes.....	.....	.....	91	152
All other articles.....	2,524	847	2,182	394
Total.....	7,517	3,589	15,316	9,456

*Principal exports and imports, February to June, inclusive—Continued.*

Articles.	Exports.		Imports.	
	1902.	1901.	1902.	1901.
<b>HAMADA.</b>				
Timber and planks.....	\$3,082	\$2,887	\$82	\$950
Matches.....		187		
Rice.....	219	224	2,470	4,264
Porcelain and earthenware.....	89	326		
Beans, soja.....			1,580	910
Manures.....			181	134
All other articles.....	558	639	129	164
Total.....	3,886	3,113	4,442	6,415
<b>ITOSAKI.</b>				
Salt.....	5,584	12,816		
Matches.....	2,510	3,832		
Sake.....	350	1,041		
Straw ropes, bags, and mats.....	5,544	5,263		
Porcelain.....	1,500	206		
Beans, soja.....			20,302	86,634
Rice.....			23,022	54,840
Dried sardines.....			4,191	14,666
Other manures.....			2,329	
All other articles.....	3,304	5,298	1,627	1,444
Total.....	18,742	27,448	52,411	114,071
<b>MIYADZU.</b>				
Say.....	977			
White cotton tissues.....	1,860			
Rice.....			2,138	
Coal.....			39,191	
All other articles.....	359		880	
Total.....	2,696		41,209	

*Steamers and sailing vessels.*

Ports.	1902.				1901.			
	Entered.		Cleared.		Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sakai.....	25	8,111	26	8,291	11	335	20	466
Hamada.....	20	7,008	27	7,674	14	411	14	405
Itosaki.....	26	1,718	34	2,559	49	3,772	47	3,543
Miyadzu.....	8	9,990	8	9,990				

*Duties.*

Ports.	1902.	1901.
Sakai.....	\$817	\$417
Hamada.....	264	128
Itosaki.....	1,240	1,868
Miyadzu.....	2,282	

**IMPORTS FROM THE UNITED STATES.**

The total imports from the United States into Kobe during the first six months of 1902 were \$8,255,701, against \$6,048,431 last year.

There were increased receipts of butter, condensed milk, alcohol (none from January to June, 1901), tartaric acid, rosin, soda ash,



indigo, leather other than sole, quicksilver (none from January to June, 1901), kerosene oil, canvass, wine, celluloid, paraffin wax, books, rawcotton, surgical instruments, electric dynamos, turning lathes, tools, typewriters, water meters, photographic apparatus, boots and shoes, materials for bridges and building (large advance), freight cars, lubricating oil, belting and hose, bicycles, and electric-light lamps. We sent a diminished valuation of sole leather, iron plate and sheet, galvanized sheet iron, nails, lead, printing paper, cotton drills, toilet soaps, flour, clocks and parts of, crane machinery, locomotives, drilling machinery, pointing machinery, animal bone, locks, bolts, and hinges.

#### IMPORTATION OF COTTON FROM THE UNITED STATES.

The imports of raw cotton from the United States at Kobe came near being doubled during the first six months of 1902, having been valued at \$4,808,219, against \$2,682,523 in the first six months of 1901: but considering the huge import from British India, the shipment of raw cotton from the United States was insignificant. The valuation for the period under review last year was in the proportion of \$9 from India to \$2.50 from the United States. This year, it was \$15 from India to \$4.50 from the United States. The year 1900 showed this import to be about \$11 from the United States to \$8 from India, but the cotton crop was a failure in India that year, and only on such occasions can the American staple displace much of this product. The prevailing demand is for the cheaper Indian cotton, although American cotton is winning its way for the finer uses.

The following table gives imports from the principal cotton-producing countries during the first six months of 1900, 1901, and 1902:

Countries.	1900.	1901.	1902.
British India .....	\$3, 104, 778	\$9, 196, 890	\$15, 380, 408
United States .....	11, 350, 260	2, 682, 523	4, 808, 219
China .....	1, 364, 306	1, 347, 124	1, 234, 485
Egypt .....	\$78, 107	434, 606	461, 569
French India .....	125, 879	118, 579	213, 644
Other countries .....		422	
Total .....	21, 323, 322	13, 780, 144	22, 196, 408

#### Imports from United States at Kobe, January to June, inclusive, 1901 and 1902.

Articles.	1902.	1901.	Articles.	1902.	1901.
Butter .....	\$1, 748	\$618	Iron:		
Cheese .....	746	719	Plate and sheet .....	\$2, 589	\$5, 402
Condensed milk .....	31, 327	21, 681	Roofing, corrugated .....		
Ham and bacon .....	2, 141	4, 225	and galvanized .....	8, 060	
Alcohol .....	8, 224		Galvanized sheet .....	3, 614	43, 432
Tartaric acid .....	2, 219	135	Other .....	29, 177	7, 577
Resin .....	24, 974	10, 029	Nails .....	23, 951	49, 434
Soda ash .....	9, 168	81	Telegraph wire .....	4, 758	1, 280
Bicromate of soda .....	6, 041	5, 475	Lead, pig, ingot, and slab .....	54, 115	63, 291
Cinchonine .....	826		Quicksilver .....	6, 800	
Indigo, dry .....	22, 883		Kerosene oil .....	1, 677, 952	1, 554, 342
Glasses .....	522		Paper, printing .....	2, 356	12, 136
Leather:			Cotton drills .....	745	1, 166
Sole .....	29, 190	35, 189	Canvas .....	11, 040	8, 795
Other .....	13, 782	6, 698	Wine .....	3, 439	110
Horns, bull, ox, and buffalo .....	667	20	Celluloid .....	18, 737	6, 938
			Coal .....	1, 162	

Imports from the United States at Kobe, January to June, inclusive, 1901 and 1902—Cont'd.

Articles.	1902.	1901.	Articles.	1902.	1901.
Pulp .....	\$1,717	\$1,591	Liquid gold, silver, and platinum .....	\$4,510	\$8,773
Soap:			Animal bones .....	1,320	15,706
Toilet .....	999	1,685	Bristers .....	870	1,992
Washing .....	1,062	190	Iron tubes and pipes .....	11,141	46,902
Paraffin wax .....	82,707	65,941	Iron screws, bolts and nuts .....	3,458	8,648
Books .....	3,140	855	Materials of bridges and buildings .....	57,654	1,524
Cotton, raw, ginned .....	4,806,219	2,682,525	Locks, knobs, bolts, hinges, etc. ....	2,044	4,408
Flour .....	221,896	284,071	Lubricating oil .....	46,073	36,605
Clocks and part of .....	4,881	23,477	Cardboard .....	98,511	96,896
Implements and tools of farmers and mechanics.	8,096	8,653	Ink, printing .....	2,656	2,005
Instruments:			Lead, pencil .....	1,356	2,191
Musical .....	610	283	Other stationery .....	1,782	1,997
Surgical .....	10,182	1,764	Caoutchouc and gutta-percha, sheet .....	1,454	534
Electric dynamo .....	37,703	78	Belting and hose .....	3,051	1,573
Machinery, crane .....	14,248	35,333	Bicycles .....	30,424	25,033
Locomotives, part of .....	753	154,578	Cars or wagons, railway freight .....	7,248	3,338
Machinery, drilling .....	667	6,891	Lamps .....	1,704	2,925
Turning lathe .....	13,946	2,631	Electric light .....	3,173	1,630
Machine tools .....	13,761	.....	Packing .....	1,238	318
Meters, water .....	4,783	3,276	Other articles .....	677,158	603,301
Printing machine .....	7,748	13,727			
Sawing machine .....	1,027	1,300			
Steam boilers and engines .....	57,771	54,487			
Typewriters .....	1,548	449			
Photographic instruments or apparatus .....	3,792	1,094			
Boots and shoes .....	1,536	503			
			Total .....	8,255,701	6,048,431

EXPORTS TO THE UNITED STATES.

MATTINGS.

There was a largely increased export of mattings from Kobe during the first six months of 1902, and as usual, nearly the entire quantity was shipped to the United States.

An exceedingly large crop of rush was harvested this season, but the long-continued wet weather interfered considerably with its proper curing, and much discoloration followed.

A large percentage of cotton-warp matting is being produced, and the increased valuation of exports seems due to this improvement in matting manufacture.

The total shipments during the season from May 1, 1901, to May 30, 1902, were about 750,000 rolls.

The total value of matting exported during the first six months of this year was about \$418,000 in excess of that sent during the corresponding period of last year.

TEA.

The value of teas exported from Kobe from January 1 to July 1, 1902, was almost identical with that of last year, and prices have shown no more than the usual fluctuations. The total value of teas shipped from all Japan was also nearly identical with that of the corresponding period of last year.

This season's export to the United States was increased in value by about \$150,000, but British America, which always stands next to the United States in this import, shows largely diminished receipts, the total Japanese export being in round sums but \$88,000 against \$300,000 last year; but as a partial offset, Russian Asia has increased her import from \$19,000 to \$62,000.

The total tea export of Japan for the half year was \$1,750,946 against \$1,778,378 during the half year of 1901, and that of Kobe was \$532,310 against \$536,284. The totals to the United States during the last six months were: From Kobe, \$508,388; from Japan, \$1,750,946.

Tea exporters are anticipating a much decreased demand as the time approaches for the removal of the American duty, and at the close of the year there probably will be a surplus in Japan.

*Exports to the United States from Kobe, January to June inclusive.*

Articles.	1902.	1901.	Articles.	1902.	1901.
Tea:			Tablecloths.....	1,061	430
Green.....	\$493,628	\$491,903	Bamboos.....	23,995	20,630
Black.....	14,760	13,376	Plants, trees, shrubs, and roots.....	846	553
Beans, peas, pulse.....	828	238	Bamboo:		
Rice.....	162,667	292,690	Baskets.....	4,764	.....
Fish, dried and salted.....	3,380	2,599	Blinds.....	2,640	9,083
Isinglass.....	8,432	5,461	Other manufactures of.....	3,952	16,596
Chillies.....	16,504	26,921	Brush:		
Ginger.....	19,489	.....	Tooth.....	31,400	49,213
Ground nuts.....	9,715	2,502	Other.....	13,650	43,019
Saki.....	12,859	5,889	Fan.....	32,750	26,086
Soy.....	4,668	2,563	Furniture.....	3,909	145
Vermicelli.....	844	1,087	Lacquered ware.....	774	1,044
Hats and caps.....	1,864	118	Lamps, and parts thereof.....	1,152	1,083
Camphor.....	159,503	159,745	Mattings.....	1,568,513	1,163,566
Camphor oil.....	12,784	17,715	Paper lanterns.....	2,770	9,225
Antimony.....	13,680	3,440	Porcelain and earthen ware.....	134,302	153,565
Ware.....	851	1,619	Cloisonné ware.....	6,156	12,563
Manufactures of—			Screens.....	11,718	16,319
Bronze.....	19,552	16,770	Straw braids.....	125,768	183,068
Copper.....	3,654	1,232	Straw ware.....	5,232	1,569
Iron.....	1,806	17	Toys.....	9,764	1,127
All other metals.....	5,042	7,149	Wood, manufactures of.....	9,219	4,573
Vegetable wax.....	81,072	5,947	Other articles.....	78,387	70,164
Paper, Usuyo and other.....	21,231	38,707	Total.....	3,222,985	2,971,834
Paper, manufactures of.....	5,619	9,899			
Leather.....	1,592	.....			
Cotton tissues.....	952	564			
Carpets, hemp or cotton.....	73,492	39,236			

SAMUEL S. LYON, *Consul.*

KOBE, *November 5, 1902.*

### NAGASAKI.

The total imports and exports of this district in 1901 were \$24,810,548.82, being a decrease of 0.41 per cent as compared with those of 1900. The imports amounted to \$12,567,373.78, and the exports to \$12,243,175.04, which are decreases of 0.59 per cent and 0.24 per cent, respectively, as compared with those of 1900.

The total imports from the United States were \$1,676,577.76, and the exports to the United States were \$50,516.65, of which amount \$26,099.69 was for coal shipped to the United States and \$15,475.35 for coal shipped to the Philippine Islands, which is exclusive of that sent to the islands on certified manifests, upon which no value was declared.

The total imports and exports into the port of Nagasaki during the year were \$9,314,148.05, being a decrease of 16 per cent as compared with those of 1900. The imports amounted to \$6,886,252.95 and the exports to \$2,427,895.10, which are decreases of 10 per cent and 30 per cent, respectively, as compared with those of 1900.

The imports from the United States into the port of Nagasaki amounted to \$1,196,090.73, which is a decrease of 33 per cent as compared with those of 1900.

The imports from the United States into the port of Shimonoseki amounted to \$52,072.53, which is a decrease of 33 per cent as compared with those of 1900.

The imports from the United States into the port of Moji were \$428,414.50, which is an increase of 17 per cent over those of 1900.

#### SHIPPING.

The total number of vessels entered and cleared at ports of this district during the year was 8,735, with a tonnage of 10,976,434, of which 6,684 were steamers, with a tonnage of 10,841,822, and 2,051 were sailing vessels, with a tonnage of 134,612; of these, 774 were Japanese junks, with a tonnage of 8,632; showing an increase of 1.44 per cent in vessels and 15 per cent in tonnage over 1900.

There entered and cleared at the port of Nagasaki 2,368 vessels, with a tonnage of 4,161,429, of which 2,198 were steamers, with a tonnage of 4,096,220, and 170 were sailing vessels, with a tonnage of 65,219; of these, 30 were Japanese junks, with a tonnage of 764; an increase of 13 per cent in number of vessels and 4 per cent in tonnage.

At the port of Moji there were entered and cleared 3,395 vessels, the tonnage being 5,732,507, of which 3,375 were steamers, with a tonnage of 5,730,370; 15 were sailing vessels, with a tonnage of 2,137, and 5 were Japanese junks of 42 tons, an increase of 83 per cent in number and 116 per cent in tonnage.

At the port of Shimonoseki there were entered and cleared 1,231 vessels, with a tonnage of 218,264, of which 417 were steamers, with a tonnage of 171,713, and 812 sailing vessels, with a tonnage of 46,551. Of the latter number, 250 were Japanese junks, with a tonnage of 2,579. The decrease at that port was 40 per cent in the number of vessels entered and cleared and 90 per cent in tonnage.

#### TRADE OPENINGS.

There continues to be a moderate demand for iron goods, consisting of railway iron, locomotives, probably all classes of machinery for mining, railway, paper making, and electrical work; also oil, lumber, leather, flour, and canned goods, consisting of fruits, meats, fish, and dairy products; and, in my opinion, the exporters of the United States will have no difficulty in selling such wares in this district, if the proper efforts are made.

#### COAL MINING.

The principal industry in this consular district is coal mining, there being about 6,000,000 tons mined yearly. There is some improved machinery used in a few of the larger mines, and there will be a greater demand as the Japanese realize the necessity of adopting Western mining methods.

#### SHIPBUILDING.

The shipbuilding industry at Nagasaki is increasing rapidly. The Mitsu Bishi Dockyard and Engine Works employ nearly 5,000 hands, and are constantly building high-class seagoing vessels. They require every article employed in the building and docking of ships and the construction of engines, and if our manufacturers will make the proper

effort, I see no reason why they can not secure a large portion of this trade, the orders now being placed in Great Britain. I can not too strongly urge our manufacturers to solicit orders from this, the largest of all shipbuilding plants in the Far East. The only way to secure them is to solicit them.

During the year under consideration, these works built 12 vessels of an aggregate tonnage of 16,700 and indicated horsepower of 14,200. Excavation has been commenced for the proposed dry dock mentioned in my report of last year, which it is expected will be completed during the close of 1904. The dimensions are to be:

	Feet.	Inches.
Extreme length <sup>a</sup> .....	655	5
Extreme depth.....	42	0
Extreme breadth.....	119	7
Length on blocks.....	600-700	0
Breadth of entrance at top.....	96	7
Breadth of entrance at bottom.....	88	7
Depth of entrance.....	38	0

The electrical plant, mentioned in my report of 1900 as having been ordered from Europe, has been installed in the new machine shop. It consists of 5 overhead cranes of large capacity and 35 machines of the latest pattern. To meet the increasing requirement for power, the power house at Akunoura has been extended and equipped with two 25-kilowatt Edison shunt dynamos and one light Brush arc dynamo, and two sets of 225-kilowatt compound dynamos of the General Electric Company, making the total capacity 512 kilowatts and 760 indicated horsepower. At their Tategami shipyard, a new power station, 40 by 50 feet, has been built, in which has been installed two 100-kilowatt Siemen's compound dynamos, coupled direct with Willan's compound double-crank engines, and one 25-kilowatt shunt dynamo for supplying current to arc and incandescent lamps throughout the yard. At present, 21 motors are installed in the plant at Tategami, with an aggregate brake horsepower of 367. The joiner shop at Tategami has been enlarged and the machinery modernized. A new sawmill, 61 feet 3 inches by 86 feet 7 inches, has been built, equipped with vertical saws, planing machines, etc., and operated by electric power. For the Tategami shipyard alone, no fewer than 40 machines of various descriptions have been ordered from Europe.

#### ADVICE TO EXPORTERS.

It is useless to undertake to sell agricultural implements under present conditions. The country is mountainous and the fields are so small that American farming machinery would scarcely be able to turn around in them. Nor can there be sold any articles in the vehicle line, unless, perhaps, it be a cheap automobile, capable of seating one person, and made the width of the jinrikisha.

It is also useless to introduce modern garden tools and utensils. There is no demand for them, nor is there likely to be, as the ones now in use, primitive, cumbersome, and old though they be, are to all intents and purposes the articles needed, and are sold much cheaper than the occidental tools could possibly be.

<sup>a</sup> The length of the dock is under consideration.

Whenever a Japanese customer is secured for American goods, there is no reason why the trade can not be retained, provided the standard of excellence originally established be rigidly maintained, the requirements of the Japanese dealers and consumers be ascertained and carefully complied with, and as strict attention be paid to the appearance of the packages and to the methods of shipment as are given to such matters by British and German manufacturers.

#### HARBOR.

Five years have elapsed since the commencement of the improvement of the harbor at Nagasaki. The estimated cost at the time the improvements were first under contemplation was 3,100,000 yen (\$1,544,000), and the work was to be finished by September of this year; but owing to the increased value of material and the rise in wages of the laboring classes, and to some alteration and extension of the scheme, an additional appropriation has been made of 2,590,000 yen (\$1,290,000), making the total estimated cost 5,690,000 yen (\$2,834,000); and the time for completion has been extended to December of 1904. It is said that an area of land of about 200,000 tsubos, which is equivalent to 165 acres, will be reclaimed.

CHARLES B. HARRIS, *Consul*.

NAGASAKI, *July 26, 1902.*

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#### SUPPLEMENTARY.

The total imports and exports at the port of Nagasaki during the first six months of 1901 were \$4,558,421, and the figures for the same period of 1902 were \$3,519,375, a decrease of 23 per cent.

The total imports into Nagasaki during the first six months of 1901 were \$3,566,158, and for the same period of 1902 were \$2,456,663, a decrease of 15 per cent.

The total exports from Nagasaki during the first six months of 1901 were \$992,263, and the total for the same period during 1902 was \$1,062,712, an increase of 7 per cent.

The total value of imports into Nagasaki from the United States during the first six months of 1901 was \$658,443, and the value of imports for the same period of 1902 was \$691,102.80, an increase of 5 per cent.

The total value of exports from Nagasaki to the United States during the first six months of 1901 was \$2,983, and for the same period during 1902 was \$4,237, an increase of 42 per cent.

The commercial conditions existing in this consular district have not changed since my last annual report.

I inclose a detailed statement of the imports from and the exports to the United States during the first six months of 1902, at the port of Nagasaki, together with figures of the general trade in 1901.

CHARLES B. HARRIS, *Consul*.

NAGASAKI, *October 6, 1902.*

*Imports from the United States into Nagasaki during the first six months of 1902.*

Articles.	Quantities.	Value, U. S. gold.
Arms, ammunitions, etc.		\$17.54
Balances, measuring scales, etc.		770.29
Cutlery		248.87
Implements and tools of farmers and mechanics, and parts thereof.		617.16
Instruments:		
Musical, and parts		71.77
Medical		496.96
Other scientific		141.12
Machineries, machines, engines, and parts thereof:		
Electric light apparatus		807.73
Electric motor		66.48
Fire engines and pumps		286.72
Gas engines		122.86
Machine tools—		
Drilling and boring		233.13
Sewing		60.12
Turning lathes		269.08
Other		1,086.61
Oil engines		276.22
Paper-making		1,302.23
Sewing		134.99
Steam boilers and engines		37.44
Telegraphic		22.67
Typewriters		1,116.11
Other		637.44
Photographic apparatus and parts		65.82
Sporting guns and accessories		17.54
Biscuits	kin	213
Butter	do	9,431
Margarin	do	453
Cheese	do	2,226
Coffee	do	408
Condensed milk	dozen	2,099
Confectionery and sweetmeats		2,774.24
Flour	kin	916,959
Other meal and starches	do	4,310
Fruits, nuts, etc.		656.28
Ham and bacon	kin	4,005
Salt, crude	do	1,954
Salted meats, all kinds	do	9,677
All other comestibles		4,127.04
Boots and shoes	pairs	12
Braces or suspenders	dozen	12
Hats, caps, and bonnets	do	2
Socks, hose, or stockings	do	30
Trimnings, ribbons, and galloons		40.62
All other clothing and accessories		13.54
Hops	kin	159
Rosin	do	40,967
All other drugs, chemicals, and medicines		561.74
Varnish	kin	2,564
All other dyes, colors, and paints		1,176.68
Glass, manufactures of		222.30
Beans, peas, pulse, etc.	picul	88
All other grains and seeds		164.24
Leather:		17.75
Sole	kin	2,417
Other	do	288
Iron and mild steel:		162.88
Hoops and bands	do	5,109
Plate and sheet	do	21,428
All other manufactured iron and mild steel	do	226,427
Pipes and tubes	do	2,996
Pipe fittings		73.74
Nails	kin	200,366
Screws, bolts, and nuts	do	11,820
Grates, stoves, and fittings		5,150.09
Other manufactures of cast iron		664.02
Manufactures of steel other than mild		866.06
Brass, manufactures of		38,122.51
Capsules for bottles	millie	1
Kitchen utensils		3.25
Lead, pig, ingot, and slab	kin	84,716
Locks, knobs, bolts, hinges		18.06
All other manufactures of metals		2,371.59
Candles	kin	967
Oil:		85.73
Petroleum, in cans	gallons	5,438,550
Lubricating	kin	884,234
Olive	do	206

1 kin equals 1.81 pounds.

1 picul equals 134 pounds.

Imports from the United States into Nagasaki during the first six months of 1902—Cont'd.

Articles.	Quantities.	Value, U. S. gold.
Turpentine, oil or spirits of .....	gallons.. 300	\$167.48
Paraffin wax .....	kin. 29,777	1,406.21
All other oils and waxes .....		614.94
Books .....		414.78
Ink, writing .....	dozen 6	85.27
Pencils .....	gross 2	9.29
All other stationery .....		174.85
Sugar, refined, B. ....	picul. 10	52.19
Cotton:		
Flannels .....	square yards.. 23	2.92
Ducks .....	do. 3,991	1,019.02
Shirtings, white .....	do. 181	20.06
All other cotton tissues .....	do. 61	6.32
Blankets .....	kin. 40	20.06
Elastic, boot webbing .....	yards. 59	20.64
Oil or leather cloths .....	square yards. 1,185	725.57
Twines of cotton, flax, hemp, jute, and China grass .....	kin. 95	81.76
All other tissues and raw materials thereof .....		28.28
Beer, ale, porter, and stout .....	liters a. 8,121	1,068.07
Brandy .....	do. 252	89.68
Licure .....	do. 50	21.80
Port .....	do. 178	20.06
Sherry .....	do. 178	20.06
Whisky .....	do. 1,602	462.77
Wines .....	do. 1,650	166.04
All other liquors .....	case 29	87.38
Cattle .....		54.92
Caoutchouc and gutta-percha, crude .....	number.. 1	150.00
Coal .....	kin. 707	477.31
Lard, tallow, and grease .....	tons. 3,184	25,696.33
Pitch and tar .....	kin. 19,142	1,157.38
Timber, lumber, boards, and planks .....	do. 11,580	251.81
Athletic articles .....		800.96
Belting and hose for machinery .....		172.02
Brushes and brooms .....		147.54
Caoutchouc and gutta-percha tubes .....		25.87
Carriages, bicycles, tricycles, and parts .....		61.81
Explosive compounds .....		250.76
Furniture .....		340.00
Lamps and parts thereof .....		85.23
For electric light .....		257.22
Packing for steam engines .....	kin. 708	167.96
Soap:		183.85
Toilet .....	do. 417	132.72
Washing .....	do. 600	68.32
Toilet or perfumed water, hair oil, and other cosmetics and perfumery .....		54.01
All other articles .....		814.34
Total .....		691,102.80

a1 liter = 1.0567 quarts.

Exports to the United States from Nagasaki during the first six months of 1902.

Articles.	Quantities.	Value, U. S. gold.
Boiler tubes .....	pieces.. 1,000	\$4,000.00
Cork pullers .....	cases.. 8	42.00
Household goods .....	do. 10	42.00
Gramophone records .....	do. 5	152.85
Total .....		4,236.85



*Imports into the consular district of Nagasaki during the year 1901.*

## INTO NAGASAKI.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS.</b>		
Balances, measuring scales, and tapes .....		\$2,326.33
Barometers .....	14	272.04
Binoocular glasses and telescopes .....	51	849.52
Clocks, standing and hanging .....	24	374.55
Compasses and chronometers, mariners' .....	32	2,651.90
Cutlery .....		786.65
Diving dresses and parts .....		5,513.02
Electric-light apparatus or instruments and parts .....		13,467.89
Fire engines, pumps, and parts .....		11,978.63
Implements and tools, farmers' and mechanics', and parts .....		19,082.77
Instruments:		
Musical, and parts .....		2,781.94
Chemical .....		129.11
Dynamo, electric .....		6,351.50
Surgical .....		605.22
Surveying .....		2,609.51
Other scientific .....		2,376.67
Instruments or apparatus, photographic, and parts .....		450.12
Locomotive engines and parts .....		56.99
Machinery:		
Cigarette making, and parts .....		336.70
Crane, and parts .....		60,313.18
Drilling, and parts .....		19,904.13
Mining, and parts .....		6,997.13
Sewing, and parts .....		163.24
Telegraphic, and parts .....		2,495.19
All other, and parts .....		197,417.60
Meters, steam .....	29	236.19
Microscopes .....	4	69.27
Sewing machines and parts .....		3,587.72
Sporting guns and accessories .....		2.50
Steam boilers, engines, and parts .....		36,274.24
Turning lathes .....		12,983.99
Typewriters and copy presses .....		418.61
Watches:		
Gold and platinum .....	5	204.31
Silver .....	3	20.00
Others .....	19	232.84
Watch cases and accessories .....		906.50
Butter .....	kin a. 31,940	10,783.65
Cheese .....	do. 19,864	3,848.02
Coffee .....	do. 21,652	8,128.36
Condensed milk .....	dozen. 12,898	13,639.94
Confectionery and sweetmeats .....		6,961.76
Eggs, fresh .....	thousand. 6,142	31,734.30
Fish:		
Dried .....	kin. 398	14.47
Salted .....	do. 36,062	1,912.19
Flour .....	do. 3,014,635	71,411.21
Other meal and starches .....	do. 15,014	951.95
Fruits and nuts .....		5,499.71
Ham and bacon .....	kin. 16,255	3,010.51
Mineral water and other beverages .....		764.66
Salt:		
Crude .....	kin. 84,820	606.28
Refined .....	do. 2,567	147.67
Salted meat:		
In casks .....	do. 52,004	5,050.06
Other .....	do. 2,566,907	57,427.05
Seikassai (Gelidium corneum) .....	do. 12,162	309.26
Tea .....	do. 14,262	1,776.09
All other comestibles .....		40,100.84
Boots and shoes .....	pairs. 969	1,164.77
Suspenders .....	dozen. 41	84.35
Buttons, buckles, hooks and eyes .....		192.93
Gloves .....	dozen. 96	863.43
Hats, caps, and bonnets .....	do. 117	1,029.19
Scarfs and neckties .....	do. 106	151.66
Shawls .....	number. 26	28.29
Socks and hose .....	dozen. 582	955.77
Trimnings .....		1,249.79
Underwear:		
Cotton .....	dozen. 133	678.94
Woolen .....	do. 28	135.68
Woolen and cotton mixture .....	do. 5	21.92
Waterproof coats .....	number. 68	268.73
All other clothing and accessories .....		9,157.20

a 1 kin = 1.31 pounds.

*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS—continued.</b>		
<b>Acid:</b>		
Acetic.....kin	85	\$16.67
Boracic.....do	76	7.50
Carbolic.....do	9	2.70
Salicylic.....do		1.09
Tartaric.....kin	4	1.50
<b>Alcohol.....liters</b>	416	62.51
<b>Alum.....kin</b>	9,475	126.70
<b>Antipyrine.....ounces</b>	883	140.42
Bismuth, subnitrate of.....kin	71	101.67
Borax.....do	3,387	198.51
Camphor.....do	7	22.19
Cassia and cinnamon bark.....do	2,076	73.98
Cocaine, hydrochlorate of.....do		.45
Creosote, carbonate.....ounces	300	80.09
Ginseng.....kin	101	106.12
Glycerin.....do	56	11.08
Gum arabic.....do	13	2.02
Hops.....do	483	63.37
Lacrice.....do	1,200	72.00
Morphine.....ounces	35	35.14
<b>Potash:</b>		
Bichromate of.....kin	1,350	135.40
Bromide of.....do	50	15.32
Chlorate of.....do	60	4.00
Iodide of.....do	25	39.85
<b>Quinine.....ounces</b>	53	13.54
Rosin.....kin	30,006	516.69
Saffron.....do	73	430.37
Santonine.....do		.80
<b>Soda:</b>		
Bicarbonate of.....kin	63,599	1,051.95
Caustic.....do	320,253	9,900.66
All other drugs and chemicals.....kin	5,065	5,871.19
Cobalt, oxide of.....do	2,182	11,124.15
Indigo, dry.....do	40	3,283.98
Lacquer.....do	89,754	16.00
Lead, all colors.....do	226,045	6,353.59
Paint in oil.....do	120,746	18,668.03
Paints for vessels' bases.....do	15,965	21,997.97
Varnish.....do	141	3,551.65
Vermillion.....do	21	137.78
White zinc.....do		1.67
All other dyes, colors, and paints.....do		5,221.97
<b>Glass:</b>		
Window, uncolored.....square feet	1,088,600	33,806.42
Plate.....do	41,500	3,456.04
Other manufactures of.....do		2,386.68
<b>Beans:</b>		
Soja.....picul b	29,076	43,449.68
Other.....do	6,485	8,889.47
Rice.....do	126,025	259,186.19
Seeds, sesame.....kin	282,411	9,062.33
Wheat.....do	19,192	287.88
All other grains and seeds.....do		4,608.97
Bones, animal.....kin	227	6.08
Furs.....number	568	199.58
Hair, animal.....kin	8,664	3,073.48
Hides and skins, bull, cow, and buffalo.....do	97,987	7,637.66
Hides or skins, deer.....do	880	76.00
<b>Leather:</b>		
Sole.....do	13,642	4,861.11
Other.....do	5,825	2,414.56
Shells.....do	1,518	42.71
Tortoise shells.....do	2,096	4,933.25
All other bones, skins, shells, etc.....do		1,924.28
<b>Iron and mild steel:</b>		
Pig and ingot.....kin	7,007,970	82,436.66
Bar and rod.....do	3,490,236	88,365.20
Rails.....do	216,888	5,940.98
Rail fittings.....do	12,244	795.14
Plate and sheet.....do	7,196,543	190,755.13
Galvanized sheet.....do	113,007	4,936.10
Diagonal or checkered plate.....do	204,319	5,459.91
All other manufactured.....do	3,106,135	78,696.40
Pipes and tubes.....do	1,860,141	70,618.09
Nails.....do	1,249,937	36,396.58
Screws, bolts, and nuts.....do	855,538	44,242.40

a 1 liter=1.0567 quarts.

b 1 picul=133 1/2 pounds.

*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
FOREIGN PRODUCTS—continued.		
Iron and mild steel—Continued.		
Tinned plate or sheet.....	kin <sup>a</sup> ..... 147,525	\$7,287.70
Wire and small rod.....	do..... 50,361	1,399.06
Telegraph wire.....	do..... 22,781	881.18
Wire rope.....	do..... 52,694	3,312.10
Wire rope, old.....	do..... 400	6.00
Old iron or mild steel.....	do..... 58,389	708.12
Anchor and chain cables.....	do..... 549,285	33,547.20
Other iron cables.....	do..... 90,584	5,506.08
Grates, stoves, and fittings.....	.....	4,301.66
Safes.....	number..... 7	447.32
Bridge and building material.....	kin..... 214,157	8,785.89
All other manufactures.....	.....	2,172.40
Steel, other than mild:		
Bar, rod, plate, and sheet.....	kin..... 578,066	24,243.84
Other.....	do..... 36,199	1,412.66
Needles, machine and sewing.....	.....	5.12
Wire and small rod.....	kin..... 987	71.23
Wire rope.....	do..... 324,625	38,643.73
Old files and old steel.....	do..... 730	16.36
All other manufactures.....	.....	12,701.36
Brass:		
Bar, rod, plate, and sheet.....	kin..... 10,321	3,073.41
Tubes.....	do..... 67,172	16,473.87
Manufactures of.....	.....	6,513.25
Capsules for bottles.....	millie..... 72	173.76
Copper:		
Bar, rod, plate, and sheet.....	kin..... 46,146	11,618.85
Tubes.....	do..... 112,430	35,015.00
Manufactures of.....	.....	1,656.68
Door locks, knobs, bolts, hinges, etc.....	.....	5,780.36
Gold and silver ware.....	.....	509.50
Gold and silver plated ware.....	.....	836.00
Lead:		
Pig, ingot, and slab.....	kin..... 430,392	18,568.47
Sheet.....	do..... 57,258	2,986.44
Tubes.....	do..... 87,762	5,307.04
Mercury or quicksilver.....	do..... 2,843	2,397.61
Nails, bolts, and nuts, unenumerated.....	.....	9,694.86
Tin, block, ingot, and slab.....	kin..... 3,455	1,214.62
Table knives, forks, spoons, etc.....	.....	2,253.74
Yellow metal, bar, rod, plate, and sheet.....	kin..... 36,727	7,632.40
Zinc:		
Block, ingot, and slab.....	do..... 30,581	2,126.40
Sheet.....	do..... 35,379	2,760.92
All other metals.....	.....	12,306.66
Manufactures of.....	.....	15,321.68
Candles.....	kin..... 29,191	4,335.02
Oil:		
Castor.....	do..... 19,335	1,129.02
Kerosene or petroleum.....	gallons..... 8,921,282	315,476.97
In cases.....	do..... 7,849,900	983,088.49
Linseed.....	kin..... 70,585	8,574.23
Lubricating.....	do..... 258,365	9,867.94
Olive.....	do..... 12,694	1,587.50
Olive, in bottles.....	dozen..... 813	1,150.06
Oil or spirit of turpentine.....	gallons..... 1,728	1,027.55
Paraffin wax.....	kin..... 8	.49
All other oils and waxes.....	.....	1,454.80
Books, printed, copy, and drawing.....	.....	3,434.16
Ink:		
Printing.....	kin..... 113	116.79
Writing.....	dozen..... 22	89.41
Paper:		
Chinese.....	.....	284.39
Drawing.....	kin..... 227	114.66
Packing.....	do..... 1,282	54.37
Photograph.....	.....	748.15
Other.....	.....	2,796.62
Pencils.....	gross..... 82	152.43
Pens.....	do..... 367	106.37
All other stationery.....	.....	4,106.72
Sugar.....	picul <sup>b</sup> ..... 88,194	264,422.06
Refined, A.....	do..... 48,961	148,681.26
Refined, B.....	do..... 150,167	672,106.02
Molasses.....	kin..... 121	32.13
Cotton, raw, ginned.....	picul..... 21,471	261,886.29

<sup>a</sup> 1 kin=1.31 pounds.<sup>b</sup> 1 picul=133½ pounds.

*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS—continued.</b>		
<b>Cotton:</b>		
Threads.....	picul..	568
Drills.....	square yards..	3,938
Duck.....	do.	20,091
Flannels.....	do.	8,965
Prints.....	do.	119,206
Satins.....	do.	20,106
Velvets.....	do.	376
<b>Shirtings:</b>		
Gray.....	do.	86,060
White.....	do.	1,076
Twilled.....	do.	14,549
Dyed.....	do.	6,409
Victoria lawns.....	do.	520
All other cotton tissues.....	do.	39,716
Woolen and worsted yarns of all kinds.....	kin.	100
Alpacas.....	square yards..	372
Bantings.....	do.	5,188
Flannels.....	do.	3,000
In part of wool.....	do.	1,004
Italian cloth.....	do.	5,310
Mousseline de laine:		
White and plain.....	do.	71
Dyed and printed.....	do.	137
Berges.....	do.	11,989
Woolen and worsted cloths.....	do.	24,688
In part of wool.....	do.	5,821
Woolen felt.....	do.	30
All other woolen and worsted tissues.....	do.	6,975
Crape.....	do.	884
Pongee.....	do.	13,255
Satins.....	do.	21,923
Silk-faced cotton satins.....	do.	665
Plush or velvets, silk and cotton mixture.....	do.	57
Other silk tissues.....	do.	20,109
All other silk manufactures.....	do.	15.10
Flax, hemp, jute, and China grass.....	kin.	24,840
Flax or linen canvas.....	square yards..	9,706
Linen tissues.....	do.	20,179
Blankets.....	kin.	1,639
<b>Carpets and carpeting:</b>		
Brussels.....	square yards..	752
Felt.....	do.	2,770
Patent tapestry.....	do.	306
Velvet.....	do.	65.16
Other.....	do.	467.69
Chikufu.....	square yards..	2,867
Cotton tapes, elastic braids and cords.....	do.	366.26
Elastic boot webbing.....	yards..	116
Gunny cloth.....	square yards..	20,778
<b>Handkerchiefs:</b>		
Cotton.....	dozen..	315
Other.....	do.	56
Oil or leather cloths.....	square yards..	1,111
Oilcloths and linoleum.....	do.	8,757
Ribbons and galloons.....	do.	1,844.12
Other braids and cords, unenumerated.....	do.	1,081.22
Table cloths or covers.....	do.	1,462
Traveling rugs.....	kin.	14
Twines of cotton, flax, hemp, and jute.....	do.	3,039
Yarns and threads, unenumerated.....	do.	883.59
All other tissues and raw materials.....	do.	12.35
All other tissues, manufactures of.....	do.	6,271.56
Cigars and cigarettes.....	kin.	3,576.64
Cigarettes.....	thousand..	1,540.50
Tobacco:		
Cut.....	kin.	9,129
Other.....	do.	47
Beer, ale, porter, and stout.....	dosen..	4,194
Brandy.....	do.	1,312.10
Champagne.....	cases..	1,082
Chinese liquors.....	sho a.	9,520
Gin.....	dozen..	495
Liqueurs.....	dozen..	495
Port.....	dozen..	495
Rum.....	dozen..	495
Sherry.....	{ cases..	84
{ liters..	739	
Vermuth.....	dozen..	167

a One sho=1.6 quarts.

Imports into the consular district of Nagasaki during the year 1901—Continued.

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U.S. gold.
<b>FOREIGN PRODUCTS—continued.</b>		
Whisky .....		\$5,327.06
Wines .....		25,143.29
All other spirits or distilled liquors .....		553.63
All other wines or fermented liquors .....		252.56
Horses .....	1	25.00
Cattle .....	1,167	7,110.29
Sheep .....	44	217.94
Other animals .....		191.85
Caoutchouc and gutta-percha:		
Crude .....	kin 76	164.15
Sheet .....	4,736	2,943.13
Celluloid .....	do 80	20.80
Cement, Portland .....	do 161,161	1,560.09
Coal .....	tons 53,509	562,272.61
Coke .....	do 864	12,279.27
Funori (gleopeltis intricata) .....	kin 146,487	3,785.57
Gypsum .....	do 38,400	249.00
Lard, tallow, and grease .....	do 82,261	5,176.23
Manure:		
Bone, animal .....	do 12,027,724	126,126.27
Dried sardines .....	do 106,860	16,400.41
Oil cake .....	piculs 358,255	368,967.69
Other .....		2,847.07
Old and waste cotton .....	kin 3,750	225.00
Pitch and tar .....	do 1,109,417	13,299.20
Plumbago or black lead .....	do 24,271	2,458.29
Putty .....	do 581,158	8,051.06
Rattan .....	do 3,980	140.00
Timber:		
Santalum .....	do 40,562	1,194.29
Teak .....	cubic feet 42,224	47,000.50
Timber, lumber, boards, and plank, other .....		47,502.99
All other articles, free of duty .....		1,742.77
Belting and hose, for machinery .....		4,282.60
Billiard tables and accessories .....		718.33
Brushes and brooms .....		1,963.45
Caoutchouc and gutta-percha, manufactures of .....		3,496.08
Carriages, bicycles, tricycles, and parts .....		613.56
Cars, railway freight, and parts .....		4,896.05
Corals, worked or otherwise .....		432.56
Cordage and rope, of flax, jute, hemp, and China grass .....	kin 65,369	8,639.12
Corks .....	do 916	629.35
Dynamite .....	do 18,900	4,881.79
Other explosive compounds .....		2,176.22
Electric-light wire .....		3,418.47
Fishing guts .....	kin 3,687	12,421.28
Furniture .....		8,290.25
Grindstones and whetstones .....		698.53
Gunny bags .....	16,090	1,262.25
Jewelry .....		1,029.22
Imitation of .....		92.72
Lamps and parts .....		9,104.64
For electric light .....		1,794.00
Leather, manufactures of .....		308.22
Mats and matting .....		1,381.64
Mats, packing .....	kin 7,618	6,574.11
Packing, for steam engine .....	15,906	6,574.11
Pictures, paintings, and calligraphy .....		864.40
Porcelain and earthenware .....		3,535.04
Smokers' articles .....		292.27
Soap:		
Toilet .....	kin 2,274	885.34
Washing .....	do 37,300	2,611.22
Straw plaits .....	bundles 4,080	548.80
Submarine telegraphic cables and underground telegraphic lines .....		74,656.29
Perfumed water, hair oil, and other cosmetics and perfumery .....		1,188.77
Vessels, steam .....	5	400,653.81
All other articles subject to duty .....		104,794.11
<b>Total foreign products.</b>		<b>6,875,847.42</b>
<b>JAPANESE PRODUCTS.</b>		
Tea, dust .....	kin 9,800	136.00
Fish, dried or salted .....	do 2,509	71.65
Iriko, or beche de mer .....	do 1,501	225.00
Beverages .....		140.00
Flour .....	kin 15,000	225.00
Mushrooms .....	do 342	87.00

a 1 kin=1.31 pounds.

b 1 picul=133½ pounds.

Imports into the consular district of Nagasaki during the year 1901—Continued.

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
JAPANESE PRODUCTS—continued.		
Soy.....sho <sup>a</sup> .....	850	\$90.00
All other comestibles.....		6,636.72
Cotton shirts.....dozen.....	28	33.30
Cotton underwear.....do.....	23	40.50
Shoes and boots.....pairs.....	200	256.50
Socks and stockings.....dozen.....	60	49.32
All other clothing and accessories.....		30.90
Drugs, medicines, and chemicals.....		13.00
Coin (except gold and silver).....		812.50
Copper, manufactures of.....		100.00
Iron safes.....number.....	5	31.07
Iron, manufactures of.....		.40
All other metals, manufactures of.....		.79
Oil and wax.....		26.07
Paper manufactures.....		15.28
Silk tissues.....pieces.....	114	285.00
Cotton tissues.....		
Flannel or monpa.....do.....	7	20.82
White.....do.....	2	2.70
All other.....do.....	136	56.00
Towels.....dozen.....	15	2.70
Cigarettes.....mille.....	29	14.50
Coke.....kin <sup>b</sup> .....	50,000	300.00
Ropes, bags, and mats, of straw.....		4.90
Timbers, lumbers, boards, and planks.....		2.50
Fans.....	1	1.50
Glass, manufactures of.....		221.51
Lacquered ware.....		10.50
Lamps and parts.....		11.40
Mats for floors.....		1.12
Paper lanterns.....	80	2.00
Porcelain and earthenware.....		75.10
Shippoki.....		60.00
Wood, manufactures of.....		.57
All other articles.....		562.51
Total Japanese produce.....		10,407.58
Total imports.....		6,886,254.95

## INTO SHIMONOSEKI.

FOREIGN PRODUCTS.		
Clocks, standing and hanging.....number.....	5	\$15.00
Implements and tools, farmers' and mechanics', and parts.....		448.48
Instruments:		
Chemical.....		72.23
Dynamo-electric.....		8,568.70
Surveying.....		183.58
Other scientific.....		49.36
Locomotive engines and parts.....		8,315.21
Machinery:		
Paper-making, and parts.....		12,459.94
Other, and parts.....		85,013.36
Steam boilers, engines, and parts.....		10,107.06
Eggs, fresh.....mille.....	658	4,615.47
Fish:		
Dried.....kin.....	577	31.80
Salted.....do.....	20,715	553.12
Flour.....do.....	1,802,234	43,375.50
Fruit, fresh or dried, and nuts.....		18.75
Salt, crude.....kin.....	33,700	168.50
Salted meat, not in casks.....do.....	4,400	62.00
Sekikasal.....do.....	84,697	2,405.50
Whisky.....dozen.....	47	156.79
All other comestibles.....		2,308.57
Alum.....kin.....	9,777	123.67
Other drugs and medicines.....		30.00
Galls of all kinds.....kin.....	2,255	223.07
Other dyes and colors.....		586.74
Glass:		
Window, uncolored.....square feet.....	99,900	3,067.63
Manufactures of.....		.75
Beans, soja.....picul <sup>c</sup> .....	228,702	380,274.12
Beans, peas, pulse, etc., unenumerated.....do.....	567	709.63

<sup>a</sup> 1 sho=1.06 quarts.<sup>b</sup> 1 kin=1.31 pounds.<sup>c</sup> 1 picul=133½ pounds.

*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO SHIMONOSEKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS—continued.</b>		
Rice .....	picul.. 138,796	\$266,024.85
Seeds:		
Cotton .....	kin <sup>b</sup> .. 2,576	17.50
Sesame .....	do. 4,081	112.40
Wheat .....	do. 143,257	1,865.50
All other grains and seeds .....		9,736.05
Furs .....	718	221.50
Hides and skins, ox, cow, and buffalo .....	kin.. 1,505	150.00
All other bones, horn, shells, etc. ....		16.50
Iron and mild steel:		
Plate and sheet .....	kin.. 525,887	13,392.16
Pipes and tubes .....	do. 190,760	11,352.53
Old .....	do. 6,965	76.00
Bridge and building materials .....	do. 5,079	408.13
All other manufactures .....	do. ....	1,071.81
Steel, other than mild:		
Wire rope .....	kin.. 112,606	11,004.36
Other manufactures .....		335.98
Coin (except gold and silver) .....		53.00
Door locks, knobs, bolts, hinges, etc. ....		1,773.55
Lead, sheet .....	kin.. 4,749	271.78
All other metals .....		26,509.70
Manufactures of .....		75.00
Paper .....		74.56
Stationery .....		185.13
Sugar .....	picul.. 29,212	96,183.89
Refined .....	do. 280,888	1,195,011.56
Cotton, raw:		
Ginned .....	do. 15,000	17,621.00
In the seed .....	do. 16	55.69
Cocoons .....	kin.. 23	4.40
Silk tissues .....	square yards.. 74	55.00
Carpets and carpeting .....		15.00
All other tissues .....		53.57
Cattle .....	141	280.00
Other animals .....		105.30
Caoutchouc, sheet .....	kin.. 120	114.61
Funori .....	do. 95,560	2,645.60
Lard, tallow, and grease .....	do. 16,308	995.02
Bones, animals .....	do. 52,085	821.50
Dried sardines .....	do. 2,916,982	40,094.46
Oil cake .....	picul.. 28,181	29,983.45
Other manure .....		10,678.54
Oil .....		187.43
Timber, lumber, boards, and planks .....		4,365.70
Furniture .....		289.31
Gunny bags .....	number.. 1,500	77.50
Jewelry .....		10.00
Lamps and parts .....		1,130.13
Mats and matting .....		2.00
Packing .....	kin.. 156	83.12
Pictures, paintings, and calligraphy .....		15.00
Porcelain and earthenware .....		100.00
Tobacco, cut .....	kin.. 81	8.75
All other articles subject to duty .....		29,524.41
All other articles free of duty .....		1,544.75
<b>Total foreign products .....</b>		<b>2,291,780.42</b>
<b>JAPANESE PRODUCTS.</b>		
Cotton tissues .....	piece.. 56	42.00
Silk tissues .....	do. 13	65.00
Matches .....	gross.. 1,140	105.00
Oil .....		360.00
Porcelain and earthenware .....		19.50
Rice .....	picul.. 280	560.00
Timber, lumber, boards, and planks .....		27.00
All other articles .....		46.75
<b>Total Japanese products .....</b>		<b>1,228.25</b>
<b>Total imports .....</b>		<b>2,298,008.67</b>

a 1 picul=133½ pounds.

b 1 kin=1.31 pounds.

*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO MOJI.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS.</b>		
Clocks.....number..	1	\$3.00
Electric light apparatus or instruments, and parts.....		26,132.92
Fire engines, pumps, and parts.....		20,587.88
Instruments:		
Chemical.....		318.63
Other scientific.....		224.56
Locomotive engines, and parts.....		209.90
Machinery:		
Crane, and parts.....		45,228.84
Drilling, and parts.....		26,042.38
Mining, and parts.....		16,773.65
Paper making, and parts.....		4,094.18
All other, and parts.....		421,544.16
Sporting guns and accessories.....		7.12
Steam boilers, engines, and parts.....		845.58
Telephones, and parts.....		224.31
Watches:		
Gold.....number..	1	15.00
Silver.....do....	1	5.61
Confectionery and sweetmeats.....		243.68
Eggs, fresh.....mille..	7,768	58,773.77
Flab:		
Dried.....kina..	470	11.75
Salted.....do....	448	25.96
Flour.....do....	551,599	13,014.51
Fruits and nuts.....		43.28
Ham and bacon.....kina..	722	132.02
Sekikamai.....do....	690	22.50
All other comestibles.....		721.26
Hats, caps, and bonnets.....dozen..	6	52.50
Other clothing accessories.....		217.50
Alum.....kina..	330,001	4,414.20
Ginseng.....do....	80	160.00
All other drugs and medicines.....		30.00
Beans, peas, and pulse.....picul <sup>b</sup> ..	6,146	9,136.25
Rice.....do....	4,269	9,464.92
Seeds, sesame.....kina..	590	23.60
Furs.....do....	150	71.80
Hides or skins, ox, cow, and buffalo.....kina..	2,550	408.80
Iron and mild steel:		
Pig and ingot.....do....	2,455,456	27,239.87
Bar and rod.....do....	178,911	6,119.87
Hoop and band.....do....	3,305	124.36
Rails.....do....	2,192,316	53,953.09
Rail fittings.....do....	945,915	29,386.21
Plate and sheet.....do....	26,825	788.14
Galvanized sheet.....do....	469,157	24,251.80
All other manufactured iron.....do....	1,343,038	42,026.23
Pipes and tubes.....do....	146,392	12,815.58
Nails.....do....	100	5.00
Screws, bolts, and nuts.....do....	97,351	5,372.54
Cables.....do....	23,987	2,664.65
Grates, stoves, and fittings.....do....		88.13
Iron safes.....number..	1	53.33
Bridge and building material.....kina..	2,523,900	137,137.34
All other manufactures.....		5,418.61
Steel, other than mild:		
Bar, rod, plate, and sheet.....kina..	3,070	356.14
Wire rope.....do....	60,830	7,551.28
All other manufactures.....		6,263.13
Coin (except gold and silver).....		14.70
Copper, bar, rod, plate, and sheet.....kina..	1,146	166.66
Copper, manufactures of.....		8,897.99
Mercury.....kina..	21,412	16,275.87
All other metals.....		79,539.26
Manufactures of.....		4,075.36
Oil:		
Castor.....kina..	19,999	999.98
Kerosene, in cases.....gallons..	140	17.50
Linseed.....kina..	3,402	386.07
All other oils and waxes.....		64.00
Books.....		38.45
Ink, writing.....dozen..	2	15.09
Paper:		
Drawing.....kina..	1,028	947.64
Other.....		29.16
Pens.....gross..	81	21.33
All other stationery.....		292.98

<sup>a</sup> 1 kin = 1.31 pounds.<sup>b</sup> picul = 133½ pounds.



*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO MOJI—Continued.

Articles.	Quantities.	Value, U. S. gold.
Sugar.....picul a.	5,661	\$18,393.83
Refined.....do.	45,658	213,157.81
Cotton, raw, ginned.....do.	67,418	769,134.50
Cotton prints.....square yards.	3,930	552.87
Other cotton tissues.....do.	382	65.00
Pongee.....do.	536	86.50
Satins.....do.	4	2.75
Other silk tissues.....do.	1,212	1,178.75
Silk manufactures.....do.		4.25
Flax, hemp, jute, and China grass.....kin b.	11,000	540.00
Linen tissues.....square yards.	170	21.25
Blankets.....kin.	43	20.00
Braids and cords.....do.		48.00
Oil cloths.....square yards.	438	340.00
Table cloths.....do.	1	.75
Woolen and worsted cloths.....square yards.	833	886.00
All other tissues.....do.		180.00
Cigarettes.....kin.	13	12.25
Tobacco, cut.....do.	3	1.72
Beer.....dozen.	24	29.00
Whisky.....do.		50
All other fermented liquors.....do.		14.00
Cattle.....do.	44	374.00
Other animals.....do.		61.45
Gypsum.....kin.	41,667	501.19
Lard, tallow, and grease.....do.	800	24.00
Dried sardines (manure).....do.	231,029	2,781.59
Oil cake.....picul.	29,700	35,210.11
Other manure.....do.		90.00
Pitch and tar.....kin.	16,470	377.09
Timber:		
Teak.....cubic feet.	6,460	7,017.24
Lumber, boards, and planks, other.....do.		237.45
Belted and hose, for machinery.....do.		99.32
Brushes and brooms.....do.		139.32
Caoutchouc, manufactures of.....do.		435.88
Carriages:		
Bicycles, tricycles, and parts.....do.		80.00
Railway, passenger, and parts.....do.		29,301.21
Cars, railway, freight, and parts.....do.		17,765.83
Corals, worked or otherwise.....kin.	2	30.75
Furniture.....do.		1,129.35
Glass, manufactures of.....do.		17,107.10
Jewelry.....do.		510.25
Lamps, and parts.....do.		71.51
For electric light.....do.		340.06
Mats and mattings.....do.		3.80
Mats, packing.....do.	40	2.00
Packing.....kin.	20,416	7,717.23
Pictures, paintings, and calligraphy.....do.		264.30
Porcelain and earthenware.....do.		463.25
Soap, toilet.....kin.	385	92.16
Submarine telegraphic cables and underground telegraphic lines and cables.....do.		25,509.95
All other articles subject to duty.....do.		826,683.09
All other articles free of duty.....do.		10,729.66
Total foreign products.....		2,616,842.96
JAPANESE PRODUCTS.		
Beer.....dozen.	24	23.59
Team green (pan fire).....kin.	31	3.12
All other comestibles.....do.		81.88
Books.....do.	20	50.00
Carpets, hemp or cotton.....do.	1	4.00
Clothing.....do.		1.50
Mats for floor.....do.		10.00
Paper.....do.		11.00
Umbrellas, European.....do.	99	38.75
All other articles.....do.		8.00
Total Japanese products.....		176.25
Total imports.....		2,617,019.21

a 1 picul = 133½ pounds.

b 1 kin = 1.31 pounds.

Imports into the consular district of Nagasaki during the year 1901—Continued.

## INTO HAKATA.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS.</b>		
Salted meat, not in casks.....kin.	12,500	\$187.50
Other comestibles.....		102.42
Ginseng.....kin.	60	18.00
Other drugs.....		2.67
Galls of all kinds.....kin.	275	27.60
Other dyes.....		6.67
Beans, peas, and pulse.....picul.	13,510	19,364.70
Rice.....do.	5,568	10,154.59
Wheat.....kin.	100	1.50
All other grains and seeds.....		28.12
Animals.....		8.00
Funori.....kin.	3,566	106.98
Hides or skins, ox, cow, and buffalo.....do.	44,800	5,600.00
Dried sardines (manure).....do.	53,108	1,022.00
Oil cake.....picul.	888	282.55
Other manure.....		979.41
Timber, lumber, boards, and planks.....		402.67
Total imports.....		88,290.68

## INTO KARATSU.

<b>FOREIGN PRODUCTS.</b>		
Salted meat, not in casks.....kin.	20,000	\$147.60
Sekikasa.....do.	1,460	41.10
Beans, peas, and pulse.....picul.	2,923	4,282.88
Rice.....do.	242	518.95
All other grains and seeds.....		17.63
Funori.....kin.	3,300	91.81
Ginseng.....do.	216	771.91
Bone, animal (manure).....do.	171,227	1,696.42
Dried sardines.....do.	50,668	754.90
Oil cake.....picul.	17,498	15,061.90
Other manure.....		150.88
Oil.....		6.00
All other articles subject to duty.....		8.50
Total foreign products.....		23,484.58
<b>JAPANESE PRODUCTS.</b>		
Cotton tissues.....pieces.	10	3.00
Other articles.....		6.00
Total Japanese products.....		9.00
Total imports.....		23,443.58

## INTO KUCHINOTSU.

<b>FOREIGN PRODUCTS.</b>		
Chinese liquors.....aho.	10	\$1.50
Fruits and nuts.....		3.30
Meal and starches.....kin.	3,000	24.75
Beans, peas, and pulse.....picul.	91	187.82
Rice.....do.	124	242.15
All other grains and seeds.....		8,017.12
Sugar.....picul.	1,365	8,652.62
Refined.....do.	16	61.79
Carpets and carpeting.....		137.55
Cotton, raw, ginned.....picul.	9,498	114,686.57
Flax, hemp, jute, and China grass.....kin.	3,885	275.38
Coal.....tons.	75	712.50
Iron, pig and ingot.....kin.	422,765	5,145.66
Dried sardines (manure).....do.	76,197	628.71
Oil cake.....picul.	86,427	72,446.59
Other manure.....		306.14
Timber, teak.....cubic feet.	849	749.06
Cigars.....kin.	11	15.85
Furniture.....		118.41
Instruments, surveying.....		119.15
Leather, manufactures of.....		40.00
Total foreign products.....		208,471.07

a 1 kin = 1.81 pounds.

b 1 picul = 133½ pounds.

*Imports into the consular district of Nagasaki during the year 1901—Continued.*

## INTO KUCHINOTSU—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS.</b>		
Cotton yarns.....kin.....	\$10,500	1,750.00
Iron safes.....number.....	1	146.35
Lamps.....		2,282.00
Total Japanese products.....		4,158.25
Total imports.....		207,629.32

## INTO IDZUHARA.

<b>FOREIGN PRODUCTS.</b>		
Eggs, fresh.....mille.....	29	\$148.79
Fish:		
Dried.....kin.....	262	9.28
Salted.....do.....	8,367	198.14
Fruits and nuts.....		6.52
Salted meat, not in casks.....kin.....	26,882	582.82
Sekikasai.....do.....	8,388	236.79
All other comestibles.....		192.29
Beans, peas, and pulse.....picul.....	85,312	48,118.71
Rice.....do.....	36,224	75,612.30
Seeds, sesame.....kin.....	1,107	33.32
Wheat.....do.....	660	8.38
All other grains and seeds.....		1,578.25
Animals.....		39.33
Bones, horns, teeth, etc.....		8.94
Drugs.....		25.70
Funori.....kin.....	50,421	1,269.40
Galls of all kinds.....do.....	339	28.43
Bone, animal (manure).....do.....	7,427	60.94
Dried sardines.....do.....	366,723	6,296.36
Oil cake.....picul.....	19,496	19,561.08
Other manure.....		302.94
Oil.....		77.68
Timber, lumber, boards, and planks.....		128.96
Coin (except gold and silver).....		4,506.09
All other articles subject to duty.....		1,344.55
Total foreign products.....		160,248.55
<b>JAPANESE PRODUCTS.</b>		
Salt.....kin.....	1,876	9.37
Total imports.....		160,258.92

## INTO SHISHIMI.

<b>FOREIGN PRODUCTS.</b>		
Eggs, fresh.....mille.....	8	\$34.69
Salted meat, not in casks.....kin.....	44,883	912.30
Sekikasai.....do.....	300	7.02
All other comestibles.....		13.49
Beans, peas, and pulse.....picul.....	418	561.52
Rice.....do.....	5,182	14,666.91
Bones, animal (manure).....kin.....	22,006	125.30
Dried sardines.....do.....	6,700	104.63
Other manure.....		328.56
Oil.....		7.46
Mats for floor.....		4.48
Tissues.....		15.16
Total foreign products.....		16,812.12
<b>JAPANESE PRODUCTS.</b>		
Hoshinori.....		11.80
Salt.....kin.....	5,840	31.15
Soy.....sho.....	30	2.85
All other comestibles.....		26.70
Porcelain and earthenware.....		3.39
Timbers, lumbars, boards, and planks.....		15.00
Wood, manufacturers of.....		7.30
All other articles.....		7.43
Total Japanese products.....		115.56
Total imports.....		16,927.70

1 kin = 1.81 pounds.

1 picul = 133 1/2 pounds.

## Imports into the consular district of Nagasaki during the year 1901—Continued.

## INTO SASUNA.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS.</b>		
Confectionery and sweetmeats .....		\$22.88
Eggs, fresh .....	mille.. 45	262.86
Fish:		
Dried .....	kin a.. 2,269	78.56
Salted .....	do. 975	82.45
Flour .....	do. 170	5.62
Fruits and nuts .....		3.00
Salted meats, not in casks .....	kin.. 5,670	104.35
Sekikasa .....	do. 222,907	7,670.87
All other comestibles .....		651.13
Beans, pease, and pulse .....	piculs b.. 36,306	55,380.60
Others .....	do. 663	1,127.61
Rice .....	do. 85,841	184,027.25
Seeds, sesame .....	kin.. 2,623	81.91
Wheat .....	do. 86,976	1,262.56
All other grains and seeds .....		459.50
Furs .....		48.18
Hides or skins, ox, cow, and buffalo .....	kin.. 15,214	2,558.87
Shells .....	do. 860	86.70
All other bones, horns, shells, etc .....		2.97
Coin (except gold and silver) .....		19,697.72
Iron, old .....	kin.. 451	7.86
Lead, pig, ingot, and slab .....	do. 4,806	254.63
All other metals .....		2,101.96
Manufactures of .....		242.50
Animals .....		39.70
Drugs .....		568.52
Funori .....	kin.. 245,545	9,024.67
Galls of all kinds .....	do. 5,204	545.10
Malt .....	do. 300	3.80
Bones, animals (manure) .....	do. 13,249	108.39
Dried sardines .....	do. 133,449	2,562.87
Distilled liquors .....		11.10
Fermented liquors .....		13.60
Oil cake .....	piculs.. 100	98.09
Other manure .....		746.54
Oil .....		40.09
Timbers, lumbers, boards, and planks .....		945.46
Furniture .....		4.60
Pictures, paintings, and calligraphy .....		86.25
Porcelain and earthenware .....		197.50
All other articles subject to duty .....		1,811.19
Total foreign products .....		292,899.91
<b>JAPANESE PRODUCTS.</b>		
Salt .....	kin.. 5,370	25.41
Other comestibles .....		26.50
Iron, manufactures of .....		14.20
Other metal manufactures .....		8.25
Drugs .....		124.12
Ropes, bags, and mats .....		56.20
Timber, lumber, boards, and planks .....		24.00
Clothing .....		2.50
Matches .....	gross.. 6	1.00
Wood, manufactures of .....		4.00
All other articles .....		40.00
Total Japanese products .....		326.18
Total imports .....		293,226.09

## INTO NAHA.

<b>FOREIGN PRODUCTS.</b>		
Rice .....	picul.. 14,450	\$23,453.91
Tea .....	kin.. 40,924	2,689.87
All other comestibles .....		39.00
Paper, Chinese .....		.50
Furniture .....		9.65
Porcelain and earthenware .....		5.80
All other articles subject to duty .....		116.18
Total imports .....		31,814.81

a 1 kin = 1.81 pounds.

b 1 picul = 133½ pounds.

*Exports from the consular district of Nagasaki during the year 1901.*

## FROM NAGASAKI.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS.</b>		
Tea:		
Green—		
Pan fire .....	kin a. 160, 110	\$12, 208. 87
Basket fired .....	do. 99, 855	9, 318. 65
Black .....	do. 10, 470	1, 788. 75
Bancha .....	do. 272, 599	9, 540. 58
Brick .....	do. 781, 887	50, 889. 53
Dust .....	do. 32, 710	906. 40
Rice .....	picul b. 25, 612	75, 882. 71
All other grains .....		6, 204. 41
Fish—		
Cuttle .....	do. 3, 632, 998	396, 090. 15
Salmon and cod .....	do. 49, 865	1, 776. 05
Ttsukuri or gomame .....	do. 207, 808	6, 464. 70
Other dried or salted .....	do. 104, 549	3, 185. 64
Hoshinori .....	kin. 180, 869	1, 853. 84
Iriko or beche de mer .....	do. 222	35, 277. 32
Kanten or colle vegetale .....	do. 62, 466	78. 28
Keikansai .....	do. 1, 246, 504	817. 85
Salt .....	do. 45, 585	6, 964. 90
Seaweeds .....	do. 1, 088	454. 70
Cut .....	do. 108, 028	35. 73
Sharks' fins .....	do. 108, 028	20, 785. 47
Shellfish—		
Agemaki .....	do. 132, 062	12, 586. 73
Awabi .....	do. 133, 398	37, 634. 13
Kainohashira .....	do. 17, 164	3, 883. 10
Mussel .....	do. 158, 454	12, 213. 67
Oyster .....	do. 900	90. 00
Other dried .....	do. 109, 654	4, 144. 91
Shrimps .....	do. 155, 827	17, 711. 65
Beer .....	dozen. 23, 210	26, 307. 84
Other liquors .....		786. 50
Bevarages .....		12, 891. 16
Chestnuts .....	kin. 327	15. 50
Chillies .....	do. 14	. 96
Confectionery and sweetmeats .....		1, 010. 72
Flour .....	kin. 125, 848	2, 906. 05
Ginger .....	do. 17, 481	236. 85
Ginseng .....	do. 140, 632	3, 652. 57
Groundnuts .....	do. 149, 682	3, 199. 36
Mushroom, shiitake .....	do. 160, 288	46, 605. 82
Oranges .....	do. 274, 821	5, 769. 61
Potatoes .....	do. 999, 686	6, 555. 52
Sake .....	sho. 42, 966	9, 374. 08
Soy .....	do. 63, 964	6, 541. 29
Vegetables and fruits .....		10, 909. 57
Vermicelli .....	kin. 14, 980	496. 08
All other comestibles .....		31, 459. 22
Cotton:		
Shirts .....	dozen. 1, 444	4, 307. 27
Underwear .....	do. 814	1, 674. 48
Gloves .....	do. 7	4. 80
Hats and caps .....	do. 243	774. 04
Shoes and boots .....	pairs. 4, 361	3, 361. 55
Silk shawls .....	do. 220	145. 00
Socks and stockings .....	dozen. 696	441. 75
All other clothing and accessories .....		26, 665. 12
Bleaching powder .....	kin. 1, 266	44. 00
Camphor .....	do. 55, 612	19, 025. 10
Camphor oil .....	do. 249	45. 57
China root .....	do. 7, 644	297. 63
Gallnuts .....	do. 9, 638	822. 42
Soda crystal .....	do. 23, 606	409. 55
Star anise .....	do. 409, 675	17, 629. 10
Sulphur .....	do. 147, 393	1, 756. 88
Sulphuric acid .....	do. 80, 570	609. 60
Drugs, medicines, and chemicals, all other .....		9, 334. 24
Dyes and paints, all other .....		33. 00
Antimony, manufactures of .....		1, 367. 00
Brass, manufactures of .....		631. 50
Bronze, manufactures of .....		2, 405. 45
Copper, manufactures of .....		214. 75
Iron safes .....	do. 29	586. 25
Iron, manufactures of .....		8, 914. 40
Metals, unenumerated .....		1, 998. 01
Manufactures of .....		1, 588. 10
Oil:		
Fish .....	kin. 14, 766	496. 93
Rape-seed .....	do. 21, 145	1, 545. 65
Other .....		884. 05

a 1 kin = 1.31 pounds.

b 1 picul = 133½ pounds.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
JAPANESE PRODUCTS—continued.		
Wax:		
Bees.....kin.....	460	\$115.00
Vegetable.....do.....	346,688	25,108.32
Paper:		
European.....do.....	58,201	4,309.71
Usuyo.....do.....	109	51.50
Other.....do.....		76,914.38
Paper napkins.....mille.....	1	4.00
Labels for boxes, bottles, tins, etc.....do.....		286.96
All other paper manufactures.....do.....		2,876.60
Feathers.....kin.....	700	171.00
Furs.....do.....	53	100.00
Leather.....kin.....	918	303.75
Muscles, animal.....do.....	4,885	1,707.96
Shells, awabi.....do.....	227,713	24,869.99
Silk:		
Raw.....do.....	3,109	14,925.36
Tissues—		
Chirimen.....pieces.....	8	56.00
Habutsu.....do.....	2	10.00
Other.....do.....	3,688	14,627.20
Silk handkerchiefs.....dozen.....	88	118.08
Silk tissues, embroidered.....do.....		2,370.00
All other silk manufactures.....do.....		3,876.05
Cotton.....kin.....	304,062	49,390.03
Cotton yarns.....do.....	439,560	77,927.50
Cotton tissues:		
Flannel or monpa.....pieces.....	114	269.30
Chijimi.....do.....	708	555.80
Gasutoori.....do.....	33	26.61
Tenugui.....do.....	581	98.25
White.....do.....	1,620	912.08
All other.....do.....	10,133	7,046.24
Cotton handkerchiefs.....dozen.....	80	89.90
Towels.....do.....	472	370.70
Carpets, hemp or cotton.....do.....	170	432.00
Tablecloths.....do.....	13	13.35
All other tissues and raw material thereof.....do.....		1,597.32
All other tissues, manufactures of.....do.....		812.80
Cigarettes.....mille.....	691	613.83
Tobacco, cut and other.....kin.....	14,181	6,724.56
Bamboo.....do.....		1,723.52
Cement, Portland.....kin.....	8,563,777	58,000.75
Charcoal.....do.....	5,379,121	23,534.40
Coal.....tons.....	187,823	560,949.00
Coke.....kin.....	1,353,878	4,917.25
Plants, trees, shrubs, and roots.....do.....		923.27
Rags.....kin.....	160	2.25
Ropes, bags, and mats, of straw.....do.....		477.15
Seeds.....do.....		1.50
Snake gourd.....do.....	2,600	52.00
Match material.....do.....		36,881.18
Bamboo:		
Blinds.....do.....		10.50
Other manufactures of.....do.....		1,062.03
Boats.....do.....	40	5,457.50
Books.....do.....	1,803	663.50
Brushes:		
For teeth.....dozen.....	52	26.30
Other.....do.....		337.90
Clocks, hanging and standing.....do.....	383	720.25
Coral, worked or otherwise.....kin.....	2,567	28,061.64
Fans.....do.....	4,790	666.00
Round.....do.....	9,622	327.63
Furniture.....do.....		9,367.50
Glass, looking.....do.....		131.50
Other manufactures of.....do.....		11,809.05
Ivory, manufactures of.....do.....		2,466.71
Jinrikishas.....number.....	11	156.00
Jinrikisha parts.....do.....		52.50
Lacquered ware.....do.....		43,704.75
Lamps and parts thereof.....do.....		1,171.96
Leather, manufactures of.....do.....		879.00
Matches.....gross.....	2,375	374.07
Mats for floors.....do.....		1,941.16
Musical instruments.....do.....		46.00
Paper lanterns.....do.....	3,691	218.70
Photographs.....do.....		180.50
Pictures and calligraphy.....do.....		278.00

α 1 kin = 1.31 pounds.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Porcelain and earthen ware .....		\$27, 971. 87
Shippoki .....		587. 37
Printing machines and parts thereof .....		75. 00
Screens .....	353	3, 199. 85
Sieves .....	dozen. 2	6. 65
Soap:		
Toilet .....	do. 303	246. 35
Washing .....	kin c. 40, 329	1, 517. 91
Stationery .....		394. 50
Tooth powder .....		45. 00
Tortoise shell, manufactures of .....		619. 75
Toys .....		1, 394. 11
Umbrellas .....	number. 214	64. 76
European .....	do. 431	868. 76
Sticks and handles .....	dozen. 20	20. 00
Vessels, steam and sailing .....	3	10, 500. 00
Waste, cotton-yarn .....	kin. 53, 838	3, 393. 51
Wood, manufactures of .....		2, 398. 67
All other articles .....		81, 539. 25
Total Japanese products .....		2, 257, 306. 58
<b>FOREIGN PRODUCTS.</b>		
Balances, measuring scales, and tapes .....		58. 00
Diving dresses and parts thereof .....		781. 00
Electric-light apparatus and parts .....		305. 50
Fire engines, pumps, and parts .....		219. 00
Farmers' and mechanics' implements and tools .....		1, 920. 50
Instruments:		
Musical, and accessories .....		922. 50
Surveying .....		15. 00
Other scientific .....		1. 50
Machinery:		
Telegraphic, and parts .....		467. 50
All other, and parts .....		760. 55
Microscopes .....	number. 1	250. 00
Sewing machines and parts .....		17. 50
Sporting guns and accessories .....		25. 00
Steam boilers, engines, and parts .....		102. 75
Typewriters and copy presses .....		175. 00
Butter .....	kin. 456	124. 50
Condensed milk .....	dozen. 164	195. 25
Confectionery and sweetmeats .....		43. 15
Flour .....	kin. 119, 866	4, 957. 61
Fruits and nuts .....		175. 37
Ham and bacon .....	kin. 2, 334	408. 27
Mineral waters and other beverages .....		365. 00
Salt:		
Crude .....	kin. 303, 783	2, 123. 85
Refined .....	do. 91	1. 75
Salted meat, in casks .....	do. 7, 069	533. 00
All other comestibles .....		21, 044. 51
Socks and hose .....	dozen. 1	10. 50
Underwear .....	do. 20	110. 00
All other clothing and accessories .....		606. 00
Acid, tartaric .....	kin. 518	253. 91
Ginseng .....	do. 73	240. 00
Soda, bicarbonate of .....	do. 7, 548	246. 10
All other drugs, chemicals, etc .....		767. 75
Cobalt, oxide of .....	kin. 200	525. 00
Lead, all colors .....	do. 2, 921	314. 00
Paint, in oil .....	do. 13, 904	1, 127. 12
Ultramarine .....	do. 101	15. 00
Varnish .....	do. 3, 576	358. 00
Vermilion .....	do. 118	115. 00
White zinc .....	do. 4, 882	507. 00
All other dyes, colors, and paints .....		364. 50
Glass, window, uncolored and unstained .....	square feet. 5, 000	271. 45
Glass:		
Plate .....	do. 200	9. 00
Other manufactures of .....		279. 00
Rice .....	picul b. 2, 087	4, 716. 25
All other grains and seeds .....		263. 27
Leather:		
Sole .....	kin. 752	373. 50
Other .....	do. 230	175. 00
Tortoise shells .....	do. 15	22. 50
All other bone, horn, shell, etc .....		65. 00

a 1 kin=1.81 pounds.

b 1 picul=133½ pounds.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
FOREIGN PRODUCTS—continued.		
<b>Iron and mild steel:</b>		
Pig and ingot.....	kin 32,000	\$582.50
Bar and rod.....	do 180,406	6,844.46
Hoop and band.....	do 17,218	606.30
Rails.....	do 588,869	15,866.07
Fittings for rails.....	do 78,061	2,148.50
Plate and sheet.....	do 47,205	1,728.74
Roofing or corrugated and galvanized sheet.....	do 1,090	76.00
Galvanized sheet.....	do 8,062	161.50
All other manufactures of.....	do 3,362	90.00
Pipes and tubes.....	do 11,481	753.39
Nails.....	do 29,143	1,382.68
Tinned plate.....	do 3,629	198.00
Wire and small rod.....	do 16,690	559.95
Telegraph wire.....	do 796	46.08
Old iron or mild steel.....	do 64,817	771.12
Iron cables.....	do 7,106	860.00
Grates, stoves, and fittings.....		57.00
Saws.....	number 10	625.00
All other manufactures.....		612.20
<b>Steel, other than mild:</b>		
Bar, rod, plate, and sheet.....	kin 13,722	752.20
Other.....	do 500	20.20
Wire and small rod.....	do 408	16.20
Wire rope.....	do 3,888	515.60
<b>Brass:</b>		
Tubes.....	do 2,726	929.00
Manufactures of.....		81.25
Copper, bar, rod, plate, and sheet.....	kin 8,168	1,500.00
Lead tubes.....	do 120	9.00
Table knives, forks, spoons, etc.....		124.05
Zinc, block, ingot, and slab.....	kin 4,158	440.00
All other metals.....		44.85
All other metals, manufactures of.....		199.00
Candles.....	kin 2,712	415.80
Oil, kerosene, and petroleum.....	gallons 5,000	704.00
In cases.....	do 101,290	13,700.80
<b>Oil:</b>		
Linseed.....	kin 1,087	144.75
Lubricating.....	do 71,682	4,165.00
All other oils and waxes.....		785.60
Books, printed, copy, and drawing.....		613.50
<b>Paper:</b>		
Packing.....	kin 1,302	75.00
Photographical.....		17.50
Other.....		51.50
All other stationery.....		147.00
Sugar.....	picul 28	105.75
Refined.....	do 508	2,601.83
<b>Cotton:</b>		
Raw, ginned.....	do 2,175	29,146.12
Threads.....	kin 162	88.50
Duck.....	square yards 2,800	700.00
Prints.....	do 300	28.50
Woolen and worsted yarns, all kinds.....	kin 60	42.00
Woolen and worsted cloths.....	square yards 30	15.00
All other woolen and worsted tissues.....	do 15	10.00
Silk yarns.....	kin 1,575	6,300.00
Flax, hemp, jute, and china grass.....	do 7,571	637.50
Flax or linen canvas.....	square yards 227	52.50
Linen tissues.....	do 100	20.00
Blankets.....	kin 30	17.50
Oilcloths and linoleum cloths.....	square yards 189	91.00
All other tissues and raw materials.....		13.75
All other tissues, manufactures of.....		32.50
Cigars and cigarettes.....	kin 179	280.00
Cigarettes.....	mille 81	196.00
<b>Tobacco:</b>		
Cut.....	kin 206	63.50
Leaf.....	do 76	20.00
Beer, ale, porter, and stout.....	dozen 813	822.75
Brandy.....	do 60	188.25
Champagne.....	case 66	729.00
Gin.....	dozen 7	28.00
Port.....	case 21	35.00
Whisky.....	liter 120	15.00
Wines.....	dozen 23	110.00
	case 78	172.00
	liter 5,704	701.00

1 kin = 1.31 pounds.

1 picul = 133½ pounds.

1 liter = 1.0567 quarts.



Exports from the consular district of Nagasaki during the year 1901—Continued.

## FROM NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>FOREIGN PRODUCTS—continued.</b>		
All other spirits or distilled liquors.....		\$694.25
Caoutchouc and gutta-percha, sheet.....	kin 151	151.00
Cement, Portland.....	do 454	5.00
Lard, tallow, and grease.....	do 22,231	1,000.00
Timber, lumber, boards, and planks.....		487.00
Belting and hose, for machinery.....		905.00
Billiard tables and accessories.....		5.00
Brushes and brooms.....		590.00
Caoutchouc and gutta-percha, manufactures of.....		2,473.35
Carriages, bicycles, tricycles, and parts thereof.....		181.87
Cars, railway freight, and parts.....		120.00
Cordage and rope, of flax, hemp, jute, and China grass.....	kin 23,675	3,779.25
Corks.....	do 98	65.00
Explosive compounds.....		13.50
Electric-light wire.....		500.00
Furniture.....		577.89
Gunny bags.....	number 11,370	1,054.75
Lamps, and parts thereof.....		40.50
For electric light.....		705.00
Leather, manufactures of.....		7.00
Packing, for steam engine.....	kin 4,525	797.70
Pittures, paintings, and calligraphy.....		5.00
Porcelain and earthenware.....		25.50
Soap, washing.....	kin 1,192	71.00
Perfumed water, hair oil, and other cosmetics and perfumery.....		170.00
All other articles:		
Duty paid.....		5,023.89
Duty free.....		207.35
Total foreign produce.....		170,566.57
Total exports.....		2,427,898.10

## FROM SHIMONOSEKI.

<b>JAPANESE PRODUCTS.</b>		
Tea:		
Green (basket fire).....	kin 100	\$10.00
Bancha.....	do 553	20.00
Barkey.....	do 750	7.50
Beans, pease, and pulse.....	do 25,701	444.44
Rice.....	picul <sup>b</sup> 850	2,221.60
Rye.....	kin 33,000	516.55
Wheat.....	do 3,280	63.50
All other grains.....		12.55
Fish:		
Salmon and cod.....	kin 22	.75
Other, dried or salted.....	do 1,200	28.50
Hoshinori.....		12.07
Kanten.....	kin 49	12.61
Salt.....	do 8,697,908	29,988.29
Seaweeds.....	do 25,065	371.85
Cut.....	do 1,800	25.20
Beer.....	dozen 268	329.80
Other liquors.....		132.00
Beverages.....		1.50
Confectionery and sweetmeats.....		297.25
Flour.....	kin 500	10.00
Ginger.....	do 3,695	56.35
Mushrooms, shiitake.....	do 45	13.50
Oranges.....	do 16,472	250.10
Potatoes.....	do 70	.70
Sake.....	sho <sup>c</sup> 135,123	16,663.70
Soy.....	do 32,744	2,339.40
Vegetables and fruits.....		2,224.87
Vermicelli.....	kin 124,266	3,913.19
All other comestibles.....		2,127.17
Shoes.....	pairs 26	40.00
Other clothing and accessories.....		1,124.19
Sulphur.....	kin 1,944	32.00
Drugs, other.....		112.25
Dyes.....		76.55
Copper wire.....	kin 5	.75
Iron safes.....		225.00
Iron, manufactures of.....		9,497.78
All other metals, manufactures of.....		962.75

<sup>a</sup> 1 kin=1.81 pound.<sup>b</sup> 1 picul=133½ pounds.<sup>c</sup> 1 sho=1.06 quarts.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM SHIMONOBEKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Oil:		
Fish.....kin a.	12,500	\$362.00
Rapeseed.....do.	2,098	152.00
All other.....		1,842.25
Paper:		
European.....kin.	285	21.00
Other.....		2,128.40
Cotton.....kin.	1,960	274.00
Cotton yarns.....do.	213,330	38,261.00
Cotton tissues:		
Flannel.....pieces.	187	196.50
Chijimi.....do.	150	70.00
White.....do.	29,246	7,929.00
Gray shirtings.....yards.	28,500	1,111.25
All other.....pieces.	18,281	6,638.34
Towels.....dozen.	90	35.00
Carpets, hemp or cotton.....	1	3.00
Silk tissues.....pieces.	73	200.00
All other tissues, manufactures of.....		576.80
Cigarettes.....mille.	3,611	4,610.90
Tobacco:		
Leaf.....kin.	158	14.74
Cut and other.....do.	4,055	1,563.87
Bamboo.....		210.90
Cement, Portland.....kin.	550,060	4,173.75
Charcoal.....do.	309,638	1,423.70
Coal.....tons.	5,258	12,687.93
Coke.....kin.	11,274	80.00
Hides and skins, undressed.....do.	500	38.00
Plants, trees, shrubs, and roots.....		264.30
Ropes, bags, and mats.....		40,854.55
Seeds.....		51.00
Match sticks.....kin.	7,800	100.00
Timber, lumber, boards, and planks.....		17,390.87
Bamboo, manufactures of.....		338.17
Books.....number.	200	100.00
Clocks, hanging and standing.....do.	6	9.50
Fans, round.....do.	600	3.75
Furniture.....		3,015.87
Glass:		
Looking.....		20.00
Other manufactures of.....		621.10
Laquered ware.....		252.00
Lamps.....		118.73
Matches.....gross.	106,208	18,119.10
Mats for floor.....		524.00
Musical instruments.....		20.00
Paper lanterns.....number.	670	42.00
Porcelain and earthenware.....		30,557.35
Stationery.....		113.50
Straw, manufactures of.....		28.00
Toys.....		21.00
Umbrellas.....number.	7,900	891.96
Umbrellas, European.....do.	91	28.50
Wood, manufactures of.....		1,184.05
All other articles.....		23,311.05
<b>Total Japanese products.....</b>		<b>289,784.92</b>
<b>FOREIGN PRODUCTS.</b>		
Flour.....kin.	3,975	117.75
Sugar, refined.....picul b.	154	782.00
Lead, all colors.....kin.	200	15.00
Paint in oil.....do.	800	21.00
Iron and mild steel:		
Pig and ingot.....do.	7,500	100.00
Bar and rod.....do.	150	5.00
Nails.....do.	1,500	59.00
Zinc, sheet.....do.	2,270	188.00
Oil:		
Kerosene, in cases.....gallons.	15,440	2,311.55
Linseed.....kin.	81	10.00
Cigars.....do.	13	12.50
Cordage and rope of flax, hemp, jute, and China grass.....do.	675	135.00
Flannels.....square yards.	10	2.50
Instruments or apparatus, photographic.....		9.00
Window glass, uncolored.....square feet.	1,200	35.70
<b>Total foreign products.....</b>		<b>3,754.00</b>
<b>Total exports.....</b>		<b>293,538.92</b>

a1 kin=1.31 pounds.

b1 picul=133½ pounds,ized by Google

Exports from the consular district of Nagasaki during the year 1901—Continued.

## FROM MOJI.

Articles.	Quantities.	Value, U.S. gold.
<b>JAPANESE PRODUCTS.</b>		
Rice.....picul a..	91,006	\$223,151.31
All other grains.....		590.00
Fish:		
Cuttle.....kin b..	200	20.00
Other, dried or salted.....do.....	200	4.00
Seaweeds.....do.....	140,105	1,769.12
Beer.....dozen..	322	332.00
Beverages.....		3,540.65
Confectionery and sweetmeats.....		54.25
Flour.....kin..	250	8.75
Ginger.....do.....	1,950	27.50
Ground nuts.....do.....	84,268	2,395.00
Oranges.....do.....	4,984	83.45
Sake.....sho c..	23,476	3,478.38
Soy.....do.....	3,466	299.70
Tea, green (banker fire).....kin..	50	25.00
Vegetables and fruits.....		675.76
All other comestibles.....		513.15
Buttons.....		17.50
Hats and caps.....dozen..	40	109.75
Socks and stockings.....do.....	80	60.00
All other clothing and accessories.....		1,461.45
Bleaching powder.....kin..	29,250	1,202.50
Camphor.....do.....	147,799	74,217.00
Sulphur.....do.....	1,200	20.00
Sulphuric acid.....do.....	692,258	12,046.35
Drugs, all other.....		1,089.45
Dyes.....		33.00
Iron, manufactures of.....		145.25
Other metal manufactures.....		43.30
Oil:		
Fish.....kin..	11,398	494.25
Rape-seed.....do.....	60	4.70
Other.....		137.47
Wax, vegetable.....		4,926.50
Paper:		
European.....kin..	5,750	445.00
Other.....		370.00
Manufactures of.....		10.00
Cotton.....kin..	7,675	1,349.00
Cotton yarns.....do.....	3,464,010	569,381.12
Cotton tissues:		
White.....piece..	122,502	30,633.00
All other.....do.....	746	949.50
Silk tissues.....do.....	469	2,255.00
Tablecloths.....number..	5	13.00
All other tissues.....		145.94
Manufactures of.....		104.75
Cigarettes.....mille..	805	784.87
Tobacco, cut and other.....kin..	110	75.00
Bamboo.....		21.25
Cement, Portland.....kin..	6,885,352	44,075.37
Charcoal.....do.....	175,395	1,080.50
Coal.....tons..	1,629,910	5,685,986.04
Coke.....kin..	3,929,573	17,147.77
Plants, trees, shrubs, and roots.....		2.20
Ropes, bags, and mats.....		1,304.00
Seeds.....		108.00
Timbers, lumbers, boards, and planks.....		965.85
Bamboo, manufactures of.....		157.00
Boats.....number..	3	355.00
Books.....do.....	7	1.50
Clocks, hanging and standing.....do.....	24	36.00
Cotton gin.....		30.00
Furniture.....		971.30
Fans, round.....number..	150	42.25
Glass, manufactures of.....		44.00
Jinrikishas.....number..	10	161.25
Lacquered ware.....		160.00
Lamps.....		981.00
Matches.....gross..	42	6.00
Mats for floor.....		65,864.25
Paper lanterns.....number..	80	7.00
Photographs.....		9.00
Porcelain and earthenware.....		7,395.00
Stationery.....		33.50
Perfumed water and hair oil.....dozen..	24	18.50
Toys.....		25.00
Umbrellas.....number..	1,085	92.17

a 1 picul=133½ pounds.

b 1 kin=1.31 pounds.

c 1 sho=1.6 quarts.

Exports from the consular district of Nagasaki during the year 1901—Continued.

## FROM MOJI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Vessels, steam.....number..	2	\$4,500.00
Wood, manufactures of.....		222.85
All other articles.....		6,510.82
Total Japanese products.....		6,807,345.91
<b>FOREIGN PRODUCTS.</b>		
Implements and tools, farmers' and mechanics'.....		19.00
Instruments or apparatus, photographic.....		105.00
Sugar, refined.....picul c.	8	40.00
Other comestibles.....		8.75
Tin plate or sheet.....kin b.	163	10.00
Old iron.....do.	160	2.00
Steel wire rope.....do.	2,520	250.00
Linen tissues.....square yards..	10	2.00
Serges.....do.	170	85.00
Other woolen and worsted tissues.....do.	110	84.00
Bicycles.....		40.00
Furniture.....		1,000.00
Ginseng.....kin..	250	800.00
Total foreign products.....		1,890.75
Total exports.....		6,809,237.66

## FROM HAKATA.

<b>JAPANESE PRODUCTS.</b>		
Rice.....picul..	48	\$185.90
Sake.....sho c.	21,890	3,014.10
Salt.....kin..	500	2.50
Soy.....sho..	1,269	69.81
Vegetables and fruits.....		2.25
Vermicelli.....kin..	760	20.00
All other comestibles.....		11.66
Bamboo.....		14.25
Charcoal.....kin..	18,620	98.10
Coal.....tons..	1,087	1,787.65
Ropes, bags, and mats.....		10.20
Timbers, lumbers, boards, and planks.....		13.60
Clothing.....		105.00
Paper.....		12.54
Porcelain and earthenware.....		26.00
Tobacco, cut.....kin..	313	108.45
All other articles.....		71.68
Total Japanese products.....		5,438.59
<b>FOREIGN PRODUCTS.</b>		
Iron nails.....kin..	350	9.80
Total exports.....		5,448.39

## FROM KARATSU.

<b>JAPANESE PRODUCTS.</b>		
Salt.....kin..	7,926	\$1,006.50
Sake.....sho..	8,000	18.25
Soy.....sho..	1,334	74.70
All other comestibles.....		21.75
Sulphuric acid.....kin..	76,800	1,287.40
Other drugs and medicines.....		1,796.34
Bamboo.....		1,161.25
Cement, Portland.....kin..	172,000	1,376.00
Charcoal.....do.	54,104	181.50
Coal.....tons..	184,296	474,141.22
Ropes, bags, and mats.....		584.75
Timbers, lumbers, boards, and planks.....		1,127.84
Bamboo, manufactures of.....		6.75
Furniture.....		216.00
Glass, manufactures of.....		15.00

a 1 picul=138½ pounds.

b 1 kin=1.31 pounds.

c 1 sho=1.6 quarts.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM KARATSU—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Iron, manufactures of .....	tons.....	\$157.50
Matches .....	gross..... 300	32.40
Paper .....		61.95
Porcelain and earthenware .....		138.43
Wood, manufactures of .....		41.75
All other articles .....		621.55
Total exports .....		484,064.33

## FROM KUCHINOTSU.

<b>JAPANESE PRODUCTS.</b>		
Potatoes .....	kin a.. 145,900	\$1,139.75
Other comestibles .....		677.80
Cement, Portland .....	kin.. 210,000	1,225.00
Charcoal .....	do.. 2,789,000	13,945.00
Coal .....	tons.. 487,858	1,597,492.25
Coke .....	kin.. 1,291,002	6,455.01
Cotton yarns .....	do.. 2,145,900	338,890.00
Wax, vegetable .....	do.. 44,996	8,308.48
All other articles .....		22.50
Total exports .....		2,013,150.79

## FROM MISUMI.

<b>JAPANESE PRODUCTS.</b>		
Timber, lumber, boards, and planks .....		\$777.06

## FROM IDZUHARA.

<b>JAPANESE PRODUCTS.</b>		
Beans, pease, and pulse .....	kin.. 1,800	26.40
Rice .....	picul b.. 90	212.50
Wheat .....	kin.. 48,350	819.00
Fish, cuttle .....	do.. 50	5.00
Salt .....	do.. 30,283	150.95
Beer .....	dosen.. 84	104.50
Other liquors .....		67.75
Confectionery and sweetmeats .....		23.77
Oranges .....	kin.. 452	12.60
Sake .....	sho c.. 6,998	948.78
Soy .....	do.. 728	47.20
Ten, green (basket-fire) .....	kin.. 394	63.86
Vegetables and fruits .....		20.41
Vermicelli .....	kin.. 15,145	472.33
All other comestibles .....		1,334.88
Sulphur .....	kin.. 1,800	27.50
Drugs and medicines .....		375.65
Copper, refined .....	kin.. 3,309	640.00
Iron, manufactures of .....		4,562.16
All other metals .....		1,211.06
Manufactures of .....		55.02
Oils:		
Fish .....	kin.. 3,080	68.17
Other .....		554.20
Paper:		
European .....	kin.. 2,415	141.20
Other .....		191.22
Manufactures of .....		228.45
Silk tissues:		
Kaki .....	piece.. 8	24.00
Other .....	do.. 157	354.00
Cotton .....	kin.. 180	30.00
Cotton yarns .....	do.. 50,650	8,950.00
Cotton blankets .....	kin.. 1,123	265.00

a 1 kin = 1.81 pounds.

b 1 picul = 133½ pounds.

c 1 sho = 1.6 quarts.

Exports from the consular district of Nagasaki during the year 1891—Continued.

## FROM IDZUHARA—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Cotton tissues:		
Chijimi.....	piece.. 3,747	\$989.00
Tenuguiji.....	do. 42	13.25
White.....	do. 940	241.00
Other.....	do. 5,421	2,590.40
Towels.....	dozen.. 1,935	720.75
All other tissues, manufactures of.....		745.05
Cigarettes.....	mille.. 24	18.63
Tobacco, cut, and other.....	kin c. 2,761	843.99
Bamboo.....		262.37
Cement, Portland.....	kin. 81,300	609.75
Charcoal.....	do. 46,688	190.00
Coal.....	tons.. 623	1,285.28
Hair and wool.....	kin.. 43	65.00
Plants, trees, shrubs, and roots.....		7.50
Ropes, bags, and mats.....		6,670.50
Timber, lumber, boards, and planks.....		2,188.83
Bamboo, manufactures of.....		36.36
Clothing.....		269.40
Furniture.....		227.82
Glass:		
Looking.....		961.85
Other manufactures of.....		179.70
Lacquered ware.....		645.86
Lamps.....		122.34
Leather, manufactures of.....		14.75
Matches.....	gross.. 28,506	4,224.66
Mats for floor.....		6.75
Paper lanterns.....	110	6.00
Porcelain and earthen ware.....		367.59
Soap, toilet.....	dozen.. 407	38.25
Stationery.....		47.50
Perfumed water and hair oil.....	dozen.. 122	81.50
Umbrellas.....	number.. 666	110.51
European.....	do. 504	210.00
Wood, manufactures of.....		248.94
All other articles.....		679.68
Total Japanese products.....		48,033.96
<b>FOREIGN PRODUCTS.</b>		
Iron and milled steel:		
Bar and rod.....	kin. 9,339	312.75
Rails.....	do. 14,350	380.00
Plate and sheet.....	do. 1,340	44.00
Nails.....	do. 7,200	302.60
Wire and small rod.....	do. 581	24.60
Nickel.....	do. 300	150.00
Tin.....	do. 925	350.00
Zinc, sheet.....	do. 1,500	95.00
Old.....	do. 500	32.50
Fishing guts.....	do. 8	32.00
Oil, kerosene, in cases.....	gallons.. 3,420	523.75
Potash, iodide of.....	kin. 30	60.00
Rattans.....	do. 698	66.75
Sewing machines.....		8.75
Sugar, refined.....	picul b. 1	2.25
Window glass, uncolored.....	square feet.. 5,000	167.82
Total foreign products.....		2,567.77
Total exports.....		50,591.73

## FROM SHISHIMI.

<b>JAPANESE PRODUCTS.</b>		
Beans.....	kin. 1,220	\$19.74
Other grains.....		9.00
Hoshinori.....		28.25
Salt.....	kin. 36,780	181.65
Sake.....	sho c. 340	49.23
Soy.....	do. 414	36.52
Vegetables and fruits.....		22.17
Vermicelli.....	kin. 1,710	60.92
All other comestibles.....		344.10

a 1 kin = 1.31 pounds.

b 1 picul = 133½ pounds.

c 1 sho = 1.6 quarts.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM SHISHIMI—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Cotton tissues:		
White ..... pieces	96	\$22.32
Other ..... do	20	6.00
Bamboo.....		897.18
Charcoal..... kin	1,204.110	4,412.96
Coal..... tons	172	333.17
Oil.....		241.69
Timbers, lumbers, boards, and planks.....		8,751.09
Bamboo, manufactures of.....		19.80
Lamps.....		4.88
Matches..... gross	65	59.09
Porcelain and earthen ware.....		189.65
Tobacco, cut..... kin	908	213.96
Wood, manufactures of.....		17.35
All other articles.....		3,195.99
<b>Total Japanese products.....</b>		<b>18,927.95</b>
<b>FOREIGN PRODUCTS.</b>		
Kerosene oil, in cases..... gallons	480	77.27
Mats for floor.....		4.89
Rice..... picul	4	11.25
All other articles.....		5.44
<b>Total foreign products.....</b>		<b>98.76</b>
<b>Total exports.....</b>		<b>19,026.71</b>

## FROM SASUNA.

<b>JAPANESE PRODUCTS.</b>		
Tea:		
Green (basket fire)..... kin	1,302	\$196.12
Bancha..... do	875	17.50
Barley..... do	22,080	198.00
Rice..... picul	60	150.00
Wheat..... kin	24,500	608.75
Fish:		
Cuttle..... do	50	7.50
Other, dried or salted..... do	4,400	182.50
Salt..... do	56,489	227.35
Beer..... dozen	560	700.00
Other liquors.....		85.50
Confectionery and sweetmeats.....		23.50
Mushrooms, shiitake..... kin	91	27.65
Oranges..... do	2,223	44.26
Sake..... sho	6,254	987.85
Soy..... do	2,238	158.71
Vegetables and fruits.....		471.58
Vermicelli..... kin	6,800	245.45
All other comestibles.....		1,830.19
Sulphur..... kin	663	11.60
Sulphuric acid..... do	300	5.00
All other drugs and medicines.....		2,422.51
Copper, refined..... kin	1,300	258.00
Iron, manufactures of.....		13,454.90
All other metals.....		892.75
Manufactures of.....		393.69
Oil:		
Rape seed..... kin	8,364	650.99
Other.....		3.00
Paper:		
European..... kin	5,570	430.32
Other.....		1,355.51
Manufactures of.....		1,672.06
Hair and wool..... kin	1,069	1,393.69
Leather..... do	34	13.50
Silk tissues:		
Habutae..... pieces	250	1,035.00
Kaki..... do	80	280.00
Cotton..... kin	9,899	1,311.67
Cotton yarns..... do	123,181	20,099.83
Cotton blankets..... do	1,404	322.60
Cotton tissues:		
White..... pieces	85,562	2,274.97
Other..... do	18,033	2,704.61

a 1 kin=1.81 pounds.

b 1 picul=133½ pounds.

c 1 sho=1.6 quarts.

*Exports from the consular district of Nagasaki during the year 1901—Continued.*

## FROM SASUNA—Continued.

Articles.	Quantities.	Value, U. S. gold.
<b>JAPANESE PRODUCTS—continued.</b>		
Cotton handkerchiefs .....	dozen ..	988
Towels .....	do ..	5,764
Carpets, hemp or cotton .....	24	41.00
All other tissues .....		1,273.80
Manufactures of .....		194.00
Bamboo .....		454.86
Cement, Portland .....	kin ..	442
Charcoal .....	do ..	521,520
Coal .....	tons ..	156
Coke .....	kin ..	17,610
Ropes, bags, and mats .....		5,929.25
Timbers, lumbers, boards, and planks .....		12,862.02
Bamboo, manufactures of .....		11.25
Clothing .....		1,429.00
Cotton gin .....		25.00
Furniture .....		1,156.71
Glass:		
Looking .....		2,765.88
Other manufactures of .....		904.22
Lacquered ware .....		2,378.98
Lamps .....		168.16
Matches .....	gross ..	136,719
Mats for floor .....		59.00
Paper lanterns .....		3,105
Porcelain and earthen ware .....		2,141.88
Soap, toilet .....	dozen ..	912
Straw, manufactures of .....		126.32
Perfumed water and hair oil .....	dozen ..	821
Tobacco, cut .....	kin ..	668
Toys .....		4.41
Umbrellas .....	number ..	1,909
European .....	do ..	1,259
Wood, manufactures of .....		389.53
All other articles .....		3,783.81
Total Japanese products .....		130,274.73
<b>FOREIGN PRODUCTS.</b>		
Oil, engine .....		285.00
Sewing machines .....		32.50
Iron and mild steel:		
Pig and ingot .....	kin ..	16,240
Bar and rod .....	do ..	122,895
Plate and sheet .....	do ..	672
Nails .....	do ..	56,893
Lead tubes .....	do ..	35,519
Mercury .....	do ..	428
All other metals .....		538.00
Bicycles .....		30.00
Condensed milk .....	dozen ..	4
Kerosene oil, in cases .....	gallons ..	240
Window glass, uncolored .....	square feet ..	4,300
Total foreign products .....		9,171.62
Total exports .....		139,446.35

*Total value of imports and exports, Nagasaki consular district, during 1901.*

## IMPORTS

Ports	Foreign.	Japanese.	Total.
Nagasaki .....	\$5,875,847.42	\$10,407.68	\$5,886,255.10
Shimonoseki .....	2,291,780.42	1,228.25	2,293,008.67
Moji .....	4,616,842.96	176.26	4,617,019.21
Bakata .....	38,290.58		38,290.58
Karatsu .....	23,484.58	9.00	23,493.58
Kochinotsu .....	208,471.07	4,158.25	212,629.32
Idzumi .....	180,249.55	9.37	180,258.92
Shishimi .....	16,812.12	115.58	16,927.70
Sasuna .....	292,599.91	826.18	293,426.09
Naha .....	31,314.81		31,314.81
Total .....	12,550,943.37	16,430.41	12,567,373.78



Total value of imports and exports, Nagasaki consular district, during 1901—Continued.

## EXPORTS.

Ports.	Foreign.	Japanese.	Total.
Nagasaki .....	\$2,257,306.53	\$170,586.57	\$2,427,893.10
Shimonoseki .....	239,784.92	3,754.00	239,538.92
Moji .....	6,907,346.91	1,890.75	6,909,237.66
Hakata .....	5,438.59	9.80	5,448.39
Karatsu .....	484,064.33	.....	484,064.33
Kuchinotsu .....	2,013,150.79	.....	2,013,150.79
Misumi .....	777.06	.....	777.06
Idzuhara .....	48,088.96	2,557.77	50,646.73
Shishimi .....	18,927.95	98.76	19,026.71
Sasuna .....	130,274.73	9,171.62	139,446.35
Total .....	12,055,105.77	188,069.27	12,243,175.04

## Aggregate trade of Nagasaki consular district during 1901.

Ports.	Exports.	Imports.	Total.
Nagasaki .....	\$2,427,893.10	\$6,886,254.95	\$9,314,148.05
Shimonoseki .....	239,538.92	2,298,008.67	2,537,547.59
Moji .....	6,909,237.66	2,617,019.21	9,526,256.87
Hakata .....	5,448.39	38,290.58	43,738.97
Karatsu .....	484,064.33	23,443.53	507,507.86
Kuchinotsu .....	2,013,150.79	207,629.32	2,220,780.11
Misumi .....	777.06	.....	777.06
Idzuhara .....	50,646.73	160,258.92	210,905.65
Shishimi .....	19,026.71	16,927.70	35,954.41
Sasuna .....	139,446.35	293,226.09	432,672.44
Naha .....	.....	31,314.81	31,314.81
Total .....	12,243,175.04	12,567,373.78	24,810,548.82
1900 .....	12,272,325.18	12,641,760.40	24,914,085.58
Decrease .....	29,150.14	74,386.62	103,536.76
Per cent .....	0.024	0.069	0.041

Imports from the United States into the consular district of Nagasaki during the year 1901.

## INTO NAGASAKI.

Articles.	Quantities.	Value, U. S. gold.
Scales, measuring tapes, etc. ....	.....	\$955.91
Clocks, standing and hanging .....	number 16	238.12
Cutlery .....	.....	272.27
Electric-light apparatus .....	.....	3,760.68
Tools and implements, farming and mechanical .....	.....	3,396.70
Fire-engine pumps, and parts .....	.....	13.80
Instruments:	.....	.....
Musical, and accessories .....	.....	96.25
Dynamo electric .....	.....	83.17
Surgical .....	.....	192.93
Surveying .....	.....	269.61
Other scientific .....	.....	902.06
Photographic .....	.....	119.93
Machinery:	.....	.....
Drilling, and parts .....	.....	86.35
All other, and parts .....	.....	10,325.84
Sewing machines, and parts .....	.....	2,711.15
Typewriters and copy presses .....	.....	418.61
Watches:	.....	.....
Gold and platinum .....	number 5	304.31
All other .....	do 19	292.84
Watch cases and accessories .....	.....	878.50
Butter .....	catties 13,153	3,933.08
Cheese .....	do 16,488	3,082.67
Coffee .....	do 15,862	2,263.13
Condensed milk .....	dozen 5,023	5,908.65
Confectionery .....	.....	1,769.04
Fish, salted .....	catties 13,934	954.62
Flour .....	do 2,724,314	64,823.13
Other meal and starches .....	do 9,436	623.68
Fruits and nuts .....	.....	2,640.13

1 catty = 1.31 pounds.

Imports from the United States into the consular district of Nagasaki during the year 1901—  
Continued.

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
Ham and bacon .....	catties.. 18, 367	\$2, 407. 34
Mineral waters .....		362. 60
Salt:		
Crude .....	catties.. 485	4. 48
Refined .....	do.. 763	81. 98
Salted meats:		
In casks .....	do.. 49, 716	4, 814. 90
Other .....	do.. 30	3. 02
All other comestibles .....		20, 145. 07
Boots and shoes .....	pairs.. 672	989. 22
Suspenders .....	dozens.. 30	68. 07
Gloves .....	do.. 82	131. 49
Hats, caps, and bonnets .....	do.. 18	150. 81
Scarfs and neckties .....	do.. 51	60. 65
Socks and hose .....	do.. 165	303. 29
Trimmings .....		24. 73
Underwear:		676. 84
Cotton .....	dozens.. 132	
Woolen .....	do.. 25	126. 38
Mixed .....	do.. 4	21. 92
Waterproof coats .....	number.. 60	243. 67
All other clothing and furnishings .....		3, 996. 74
Alcohol .....	liters.. 408	68. 88
Antipyrine .....	ounces.. 838	140. 42
Camphor, Borneo .....	kin.. 3	12. 54
Cresote, carbonate .....	ounces.. 300	30. 09
Glycerin .....	kin.. 50	10. 08
Hops .....	do.. 453	63. 38
Potash:		135. 40
Bichromate of .....	do..	
Bromide of .....	do.. 50	15. 04
Chlorate of .....	do.. 60	4. 00
Iodide of .....	do.. 23	35. 35
Quinine .....	ounces.. 52	13. 54
Rosin .....	kin.. 30, 005	516. 39
All other drugs and chemicals .....		2, 811. 48
Indigo, dry .....	kin.. 247	299. 79
Varnish .....	do.. 1, 573	264. 54
All other paints and dyes .....		724. 95
Glass:		
Window, uncolored .....	square feet.. 176	37
Other manufactures of .....		69. 06
Beans, pease, and pulse .....	piculs.. 98	438. 58
Rice .....	do.. 4	13. 04
Barley .....	kin.. 1, 687	32. 54
All other grains and seeds .....		58. 49
Bones, animal .....	kin.. 227	6. 80
Leather:		
Sole .....	do.. 13, 642	4, 861. 11
Other .....	do.. 117	230. 27
Teeth, sea-horse .....	do.. 20	20. 00
Iron and milled steel:		
Plate and sheet .....	do.. 154, 966	4, 190. 18
Pipes and tubes .....	do.. 2, 846	189. 63
Nails .....	do.. 1, 018, 164	29, 518. 17
Telegraph wire .....	do.. 2, 000	60. 00
Grates, stoves, and parts .....		4, 664. 84
Bridge and building materials .....	kin.. 192, 883	8, 217. 22
All other .....		181. 06
Brass, manufactures of .....		11. 04
Capsules for bottles .....	mille.. 10	35. 81
Door locks, knobs, bolts, hinges, etc .....		292. 41
Gold and silver plated ware .....		46. 57
Lead, pig, ingot, and slab .....	kin.. 425, 247	18, 390. 48
Table knives, forks, spoons, etc .....		149. 60
Other metals .....		932. 11
Candles .....	kin.. 1, 708	339. 89
Oil:		
Kerosene or petroleum .....	gallons.. 2, 076	184. 72
In cases .....	do.. 7, 149, 960	866, 819. 33
Lubricating .....	kin.. 233, 126	6, 532. 78
Olive .....	do.. 2, 977	286. 58
In bottles .....	dozens.. 11	81. 79
Or spirit of turpentine .....	gallons.. 1, 100	587. 06
All other oils .....		236. 47
Books .....		1, 096. 11
Paper:		
Packing .....	kin.. 732	33. 32
Other .....		110. 96

*Imports from the United States into the consular district of Nagasaki during the year 1901—*  
Continued.

## INTO NAGASAKI—Continued.

Articles.	Quantities.	Value, U. S. gold.
Pencils.....	gross..... 1	\$14.24
All other stationery.....	.....	291.43
Sugar, refined B.....	picul..... 119	545.08
Molasses.....	kin..... 121	32.13
Cotton:		
Raw, ginned.....	picul..... 15	200.00
Duck.....	square yard..... 19,649	5,696.45
Shirtings:		
Gray.....	do..... 63,361	2,986.45
Twilled.....	do..... 49	13.24
All other cotton tissues.....	do..... 319	45.53
Woolen and worsted yarns.....	kin..... 5	4.96
Serges.....	square yard..... 10	5.56
Silk tissues.....	do..... 12	8.97
Linen tissues.....	do..... 981	218.71
Blankets.....	kin..... 565	320.05
Carpets and tapestry.....	square yard..... 110	149.59
Velvet.....	.....	35.16
All other.....	.....	29.49
Cotton tapes, elastics, and cords.....	.....	14.46
Handkerchiefs, linen.....	dosen..... 45	67.74
Oil and leather clothing.....	square yard..... 416	285.74
Oilcloth and linoleum.....	do..... 50	32.50
Ribbons and galloons.....	.....	28.05
Other braids and cords, unenumerated.....	.....	77.42
Twines of cotton, flax, hemp, jute, etc.....	kin..... 165	47.12
All other tissues, manufactures of.....	.....	87.97
Cigarettes.....	mille..... 5	14.34
Tobacco, other.....	kin..... 47	15.62
Beer, ale, porter, and stout.....	dosen..... 2,742	3,159.58
Brandy.....	do..... 33	109.74
.....	liters..... 115	14.68
Champagne.....	cases..... 11	124.44
Liqueurs.....	dosen..... 185	420.45
Port.....	liters..... 2,160	232.05
Rum.....	do..... 1,707	208.98
Sherry.....	cases..... 2	12.08
Whisky.....	dosen..... 281	985.67
.....	liters..... 3,358	634.04
.....	cases..... 11	25.06
Wines.....	liters..... 18,902	1,568.75
All other spirits or distilled liquors.....	.....	38.08
All other wines and fermented liquors.....	.....	38.08
Animals, sheep.....	kin..... 2	10.09
Caoutchouc and gutta percha, sheet.....	kin..... 669	232.69
Celluloid.....	do..... 10	11.08
Coal.....	tons..... 3,308	40,105.75
Lard, tallow, and grease.....	kin..... 6,188	598.27
Pitch.....	do..... 3,874	73.66
Timber, lumber, etc.....	.....	31,962.00
Belted and hose and machinery.....	.....	165.52
Billiard tables and accessories.....	.....	82.97
Brushes and brooms.....	.....	217.08
Gutta percha, manufactures of.....	.....	86.07
Bicycles.....	.....	553.07
Cordage and rope of flax, hemp, jute.....	kin..... 942	141.29
Corks.....	do..... 48	48.52
Electric-light wire.....	.....	69.36
Furniture.....	.....	921.88
Grindstones and whetstones.....	.....	222.94
Gunny bags.....	.....	2.25
Lamps.....	.....	439.59
Electric light.....	.....	51.02
Leather, manufactures of.....	kin.....	43.10
Packing.....	.....	456.29
Pictures, paintings, and calligraphy.....	1,081	24.61
Porcelain and earthenware.....	.....	23.48
Smokers' articles.....	.....	1.64
Soap:		
Toilet.....	kin..... 1,468	562.75
Washing.....	do..... 2,021	115.56
Perfumed water, hair oil, and other cosmetics and perfumery.....	kin.....	419.16
Oakum.....	.....	610.28
All other articles:	7,560	1,831.41
Subject to duty.....	.....	24.06
Free of duty.....	.....	
Total.....		1,196,080.78

*Imports from the United States into the consular district of Nagasaki during the year 1901—*  
Continued.

## INTO SHIMONOSEKI.

Articles.	Quantities.	Value, U. S. gold.
Machinery and parts thereof .....		\$4,526.10
Steam boilers, engines, and parts thereof .....		7,708.16
Flour..... kin..	1,728,146	89,824.50
Door locks, knobs, bolts, hinges, etc.....		14.77
Total.....		52,072.53

## INTO MOJI.

Electric-light apparatus and parts.....		\$1,638.96
Fire engines, pumps, and parts.....		5,395.12
Instruments, scientific.....		224.66
Machinery:		
Crane, and parts.....		6,403.11
All other, and parts.....		27,945.69
Sporting guns and accessories.....		4.12
Watches, silver..... number..	1	5.61
Flour..... kin..	551,917	13,014.15
Fruits and nuts.....		3.48
Ham and bacon..... kin..	721	133.06
Hats, caps, and bonnets..... dozen..	5	52.50
Glass, manufactures of.....		17,107.10
Iron and milled steel:		
Bar and rod..... kin..	67,304	1,698.35
Rails..... do..	3,192,315	53,955.09
Fitting to rails..... do..	817,555	27,788.84
Plate and sheet..... do..	16,040	496.81
Galvanized sheet..... do..	444,339	23,028.56
All other manufactured iron..... do..	1,331,586	41,765.68
Pipes and tubes..... do..	134,979	12,489.31
Screws, bolts, and nuts..... do..	84,231	4,821.21
Grates, stoves, and fittings.....		35.13
Bridge and building material..... kin..	1,671,182	89,818.92
Oil:		
Kerosene or petroleum, in cases..... gallons..	140	17.50
Linseed..... kin..	2	.15
Paper, drawing..... do..	618	466.11
Cotton, raw, ginned..... picul..	7,093	95,939.28
Tobacco, cut..... kin..	1	.80
Timber, teak..... cubic feet..	3,374	3,006.57
Timber and lumber, all other.....		165.00
Caoutchouc and gutta percha, manufactures of.....		3.91
Carriages, tricycles, bicycles, and parts.....		80.00
Cars or railway carriages, passenger, and parts.....		898.51
All other articles subject to duty.....		10.98
Total.....		428,414.50
Grand total.....		1,676,577.76

*Gold and silver coin, bullion, etc., exported from and imported into Nagasaki consular district during 1901.*

## EXPORTS.

Description.	Value, U. S. currency.	Total.
<b>NAGASAKI.</b>		
Gold coin:		
Japanese.....		
Foreign.....	\$99,761.25	
Gold bullion.....	2,044.25	
Total gold.....		\$71,805.50
Silver coin:		
Japanese.....	5,435.00	
Foreign.....	68,177.93	
Silver bullion.....		
Total silver.....		73,612.93

Gold and silver coin, bullion, etc., exported from and imported into Nagasaki consular district during 1901—Continued.

## EXPORTS—Continued.

Description.	Value, U. S. currency.	Total.
<b>NAGASAKI—continued.</b>		
Paper money:		
Japanese.....	\$68,500.00	
Foreign.....	501,667.83	
Total paper.....		\$660,167.83
Total exports.....		805,586.26
<b>MOJI.</b>		
Silver bullion.....		\$42,601.13
<b>IDZUHARA.</b>		
Silver bullion.....		150.00
Grand total exports.....		1,148,337.44

## IMPORTED.

<b>NAGASAKI.</b>		
Gold coin:		
Japanese.....	\$89,565.00	
Foreign.....	42,738.25	
Gold bullion.....	5,742.17	
Total gold.....		\$95,305.42
Silver coin:		
Japanese.....	20,867.75	
Foreign.....	2,009.85	
Silver bullion.....	178.36	
Total silver.....		23,056.96
Paper money:		
Japanese.....	174,494.50	
Foreign.....	55,273.88	
Total paper.....		229,768.38
Grand total imports.....		\$41,464.26

Total value of commodities imported into and exported from Nagasaki in 1901.

Countries.	Exports.	Imports.
China.....	\$1,165,898.08	\$991,232.33
Hongkong.....	564,552.68	854,115.45
Russian Asia.....	291,656.82	273,952.63
Korea.....	199,847.96	185,112.54
Russia.....	71,568.61	85,563.62
British India.....	64,728.17	89,628.12
Great Britain.....	28,878.61	2,411,319.94
Italy.....	28,411.64	1,506.44
Germany.....	6,917.75	103,279.79
United States of America.....	1,784.55	1,196,121.04
Philippine Islands.....	1,835.70	125,151.90
Australia.....	637.17	8,336.04
Hawaii.....	657.47	279.08
Canada and other British America.....	417.50	11,583.76
Sweden and Norway.....	340.00	62,821.69
Egypt.....	302.90	
Belgium.....	110.00	71,638.18
France.....	107.50	84,471.07
Dutch India.....	104.01	173,337.40
Anam and other French India.....	17.50	146,484.08
Siem.....	16.86	54,736.92
Austria-Hungary.....		3,028.54
Switzerland.....		1,050.90
Holland.....		1,735.21
Spain.....		1,500.47
Portugal.....		678.39
Denmark.....		2,130.70
Turkey.....		150.00
Other countries.....	52.70	44,043.54
Total.....	2,427,893.10	6,886,254.96

## Exports of coal from consular district of Nagasaki for the years 1898, 1899, 1900, and 1901.

Port.	1901.		1900.		1899.		1898.	
	Amount.	Value, U. S. gold.	Amount.	Value, U. S. gold.	Amount.	Value, U. S. gold.	Amount.	Value, U. S. gold.
	Tons.		Tons.		Tons.		Tons.	
Nagasaki.....	187,823	\$560,949.00	384,026	\$1,444,667.90	345,211	\$1,248,319.29	413,715	\$1,498,832.50
Shimonoseki.....	6,298	12,687.98	1,077,873	2,845,026	523,935	2,540,945.36	843,231	1,199,194.50
Moji.....	1,928,810	5,696,936.06	1,949,638	2,785,116.79	832,238	2,564,945.28	788,027	2,725,836.50
Hakata.....	1,137	1,737.56	564	2,505,186.87	230	848.00	11,088.96	11,088.96
Karatsu.....	184,296	474,141.22	128,496	338,898.15	71,211	182,258.75	80,547	197,065.00
Kuchinotsu.....	487,833	1,597,492.25	562,960	1,882,138.00	432,885	1,437,966.00	870,732	1,234,510.50
Idzumi.....	172	1,335.19	355	1,882,701.04	390	619.02	786	1,238.37
Shishimi.....	156	352.25	128	187.98	96	87.78	17	18.75
Sasuna.....	156	352.25	349	523.20	96	268.50	98	232.50
Total.....	2,796,628	8,344,914.72	3,029,418	8,963,348.18	2,206,266	6,664,863.98	2,000,940	6,864,705.48

## Imports into and exports from the consular district of Nagasaki for the years 1898, 1899, 1900, and 1901.

Port.	1901.		1900.		1899.		1898.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
	Tons.		Tons.		Tons.		Tons.	
Nagasaki.....	86,886,254.95	\$2,427,893.10	\$7,692,814.12	\$3,455,681.99	\$6,551,460.02	\$3,091,370.19	\$9,809,926.00	\$3,290,463.00
Shimonoseki.....	2,293,008.67	238,538.92	2,476,000.88	3,292,774.06	696,310.25	2,118,638.13	896,770.00	1,695,434.00
Moji.....	2,617,019.21	6,809,237.66	1,716,250.21	2,838,076.61	818,332.54	3,065,549.63	.....	3,071,130.00
Hakata.....	38,290.58	5,448.89	89,227.32	5,848.75	8,924.18	1,294.41	41,606.00	12,821.00
Karatsu.....	23,443.53	484,064.33	22,476.33	339,760.64	641.46	184,354.38	445.00	186,897.00
Kuchinotsu.....	207,629.32	2,013,150.79	306,811.60	2,044,474.59	113,968.85	2,046,663.61	845,981.00	1,590,379.00
Misumi.....	160,258.92	50,591.73	48,802.92	2,96,040.79	13,456.88	176,794.00	75,896.00	48,258.00
Idzumi.....	16,927.70	19,026.71	89,734.15	14,479.12	53,142.56	43,061.00	76,896.00	48,258.00
Shishimi.....	293,226.09	139,446.35	15,336.13	16,821.43	8,153.69	18,331.00	18,331.00	15,122.00
Sasuna.....	31,314.81	12,243,175.04	251,306.74	178,368.20	120,153.69	150,463.98	.....	.....
Total.....	12,667,378.78	12,243,175.04	12,641,760.40	12,272,326.18	6,869,434.07	10,889,226.15	11,187,965.00	9,902,504.00

*Merchant vessels entered from and cleared for foreign countries, Nagasaki consular district, during 1901.*

## ENTERED.

Nationality.	Nagasaki.		Shimonoseki.		Mojì.		Kuchinotsu.		Hakata.		Karatsu.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
STREAMERS.												
Japanese.....	432	562,736	206	85,549	832	1,122,026	108	156,853	1	306	52	53,542
Austro-Hungarian..	2	3,585			52	110,341	2	5,370				
Belgian.....					5	8,643						
British.....	197	519,040			526	1,196,469	41	91,068			13	24,644
Chinese.....	1	353			4	3,304	1	825				
Korean.....	4	2,480	1	408	8	2,520						
Danish.....					12	28,165					1	2,294
Dutch.....					6	13,118						
French.....	72	134,233										
German.....	93	307,724			85	162,634	13	23,942			3	3,014
Norwegian.....	37	39,017			94	115,648	5	9,173			5	6,430
Russian.....	228	378,109			23	49,027	4	6,469			1	256
United States.....	28	82,924			36	58,725					2	1,560
Total.....	1,094	2,060,201	207	85,952	1,683	2,970,640	169	298,721	1	306	77	91,760
SAILING VESSELS.												
Japanese.....	27	2,028	280	22,408	1	91			11	996	16	1,232
Japanese (junk)....	56	609	117	1,178	2	32	4	55	18	146	8	98
British.....	12	8,983			1	141					1	435
Chinese.....												
Korean.....	2	40	2	8					1	39		
French.....	6	10,198										
German.....	3	5,381										
Russian.....	7	740										
Swedish.....	1	1,711										
United States.....	2	3,543			1	370						
Total.....	116	33,233	399	23,589	5	634	4	55	30	1,178	25	1,865
Total entered.	1,210	2,063,434	606	109,541	1,688	2,871,274	173	298,776	31	1,486	102	93,625
ENTERED FROM AND CLEARED FOR FOREIGN COUNTRIES.												
Nationality.	Idzuhara.		Shishimi.		Sasuna.		Naha.		Total.			
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		
STREAMERS.												
Japanese.....	32	11,341			54	8,939	1	1,639	1,712	2,022,933		
Austro-Hungarian..									56	119,236		
Belgian.....									5	8,643		
British.....									777	1,831,261		
Chinese.....									6	4,433		
Korean.....	1	99							14	5,502		
Danish.....									13	30,459		
Dutch.....									6	13,118		
French.....									72	134,233		
German.....									194	497,314		
Norwegian.....									141	170,263		
Russian.....									256	433,361		
United States.....									66	143,229		
Total.....	33	11,440			54	8,939	1	1,639	3,319	5,414,000		
SAILING VESSELS.												
Japanese.....	27	1,985	26	766	18	932			406	30,430		
Japanese (junk)....	66	433	156	1,196	118	337	1	14	546	4,598		
British.....									14	9,009		
Chinese.....												
Korean.....					11	394			16	437		
French.....									6	10,198		
German.....									3	5,381		
Russian.....									7	740		
Swedish.....									1	1,711		
United States.....									3	3,518		
Total.....	93	2,368	182	1,962	147	2,163	1	14	1,002	67,061		
Total entered.	126	13,808	182	1,962	201	11,102	2	1,653	4,321	5,481,061		

*Merchant vessels entered from and cleared for foreign countries, Nagasaki consular district, during 1901—Continued.*

## CLEARED.

Nationality.	Nagasaki.		Shimon- oseki.		Mojí.		Hakata.		Karatsu.		Kuchino- notsu.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
<b>STEAMERS.</b>												
Japanese.....	443	586,513	209	85,358	846	1,115,294	1	347	76	81,878	108	166,464
Austro-Hungarian..	2	8,585			52	110,947					2	3,585
Belgian.....					5	8,643						
British.....	196	516,421			524	1,196,976			11	20,205	41	91,088
Chinese.....	1	353			4	3,304					1	826
Corean.....	4	2,480	1	403	8	2,520						
Danish.....					12	28,165			1	2,294		
Dutch.....					5	10,779						
French.....	71	133,084										
German.....	92	307,103			84	161,550			3	3,014	13	23,942
Italian.....	2	60										
Norwegian.....	37	28,806			93	113,800			4	5,598	5	9,173
Russian.....	228	374,690			23	49,027			1	256	4	6,469
United States.....	28	82,924			36	58,725			2	1,580		
Total.....	1,104	2,046,019	210	85,761	1,692	2,859,780	1	347	98	114,825	174	308,332
<b>SAILING VESSELS.</b>												
Japanese.....	13	1,099	278	21,553	10	962	6	398	52	4,365		
Japanese (junk)....	10	135	133	1,401	3	10	14	109	15	352	4	71
British.....	12	9,382			1	141			1	485		
Corean.....	2	40	2	8			1	59				
French.....	6	10,193										
German.....	3	5,381										
Russian.....	5	477										
Swedish.....	1	1,711										
United States.....	2	3,548			1	370						
Total.....	54	31,986	413	22,962	15	1,503	21	541	68	5,202	4	71
Total cleared	1,158	2,078,005	625	108,723	1,707	2,861,283	22	888	166	120,027	178	308,403

Nationality.	Misumi.		Idzokura.		Shishimi.		Sacuna.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
<b>STEAMERS.</b>										
Japanese.....			32	11,067			50	7,834	1,765	2,054,758
Austro-Hungarian..									56	118,117
Belgian.....									6	8,643
British.....									772	1,824,090
Chinese.....									6	4,483
Corean.....			1	99					14	5,502
Danish.....									13	30,459
Dutch.....									10	10,779
French.....									71	133,084
German.....									196	496,609
Italian.....									2	60
Norwegian.....									139	167,377
Russian.....									256	430,442
United States.....									66	148,229
Total.....			33	11,166			50	7,834	3,365	5,427,222
<b>SAILING VESSELS.</b>										
Japanese.....									359	28,392
Japanese (junk)....	1	37	11	616	25	648	12	635	228	4,034
British.....			82	565	222	1,529	111	906	429	13,008
Corean.....									5	87
French.....							10	355	16	10,548
German.....									3	5,381
Russian.....									5	477
Swedish.....									1	1,711
United States.....									3	3,913
Total.....	1	37	93	1,181	247	2,177	133	1,896	1,049	67,551
Total cleared	1	37	126	12,347	247	2,177	183	9,730	4,414	5,494,778



## FORMOSA.

For the year 1901, the general trade of the island, as compared with 1900, shows a decrease with and via Hongkong and China, and an increase with and via Japan. The total import trade shows a falling off of \$208,521, and the total export an increase of \$333,420. The commercial movement reached the sum of \$18,618,404, an advance of \$126,854 over the trade of 1900. The United States participated in this trade to the amount of about \$4,370,000; Great Britain, \$1,800,000, and Germany, \$555,000.

The trade of Formosa is conducted through two channels, i. e., Hongkong and China, and Japan. With the exception of a trifling export of tea and camphor, there is no other direct communication with foreign countries.

## IMPORTS.

The value in United States currency of the principal import items, and the chief countries of supply—excluding China and Japan—for the year 1901, as given in the customs returns, are the following:

Articles.	Total im- ports.	Chief places of origin.
Opium .....	\$1,155,212	Persia, British India, and Turkey.
Piece goods (as follows) .....	371,981	
Cotton:		
Drills .....	1,552	Great Britain.
Prints .....	3,442	Do.
Satins .....	96,748	Great Britain and Germany.
Velvets .....	2,127	Do.
Shirtings:		
Gray .....	82,625	Do.
White .....	139,062	Great Britain.
Dyed .....	11,206	Do.
T cloths .....	599	Do.
Turkey-red cambrics .....	584	Do.
Victoria lawns .....	1,277	Do.
All other cotton tissues .....	409,285	Great Britain, Hongkong, and Ger- many.
Oil, kerosene .....	420,535	United States, Dutch India, Russian Asia, and Russia.
Vessels, steam .....	844,457	Great Britain.
Rails and fittings thereof .....	285,663	United States and Great Britain.
Sugar (as follows) .....	226,921	
Sugar .....	17,114	Hongkong.
Refined A. ....	89,846	Do.
Refined B. ....	110,776	Do.
Rock candy .....	9,186	Do.
Flour .....	169,864	United States.
Rice .....	78,179	French India and British India.
Lead, pig, ingot, and slab .....	51,340	Australia.
Unclassified machinery and parts thereof .....	47,432	Great Britain.
Ginseng .....	35,236	United States.
Rails and fittings thereof .....	31,105	United States and Great Britain.
Materials of bridges and buildings .....	28,643	United States.
Locomotives, engines, and parts thereof .....	23,685	Great Britain.
Condensed milk .....	21,280	Do.
Tinned plate or sheet .....	20,817	Do.
Blankets .....	19,354	Great Britain and Germany.
Bar and rod, steel or iron .....	14,690	Great Britain.
Shrimps .....	12,141	Australia, United States, and French India.
Gunny bags .....	10,820	Hongkong and British India.
Cotton threads .....	10,219	Great Britain, Belgium, and Germany.
Furnitures .....	10,081	Hongkong and Austria.
Confectionery and sweetmeats .....	9,563	Hongkong and Great Britain.
Sandal wood .....	8,542	Philippines and French India.
Yarns and threads, unenumerated .....	8,073	Great Britain.
Clothing and accessories .....	7,479	
Mangrove .....	6,770	French India and British India.
Cement, Portland .....	6,310	Hongkong.
Plate and sheet metal .....	6,115	Great Britain and United States.
Old iron or mild steel .....	5,629	Hongkong.
Railway freight cars or parts thereof .....	5,513	Great Britain.

Articles.	Total imports.	Chief places of origin.
Nails.....	\$4, 773	Great Britain and United States.
Tin, block, ingot, and slab.....	4, 685	Great Britain.
Implements and tools of farmers and mechanics..	4, 187	United States.
Screws, bolts, and nuts.....	3, 387	Great Britain and United States.
Lamps and parts thereof.....	3, 636	Germany.
Steam engines, boilers, and parts thereof.....	3, 669	United States, Hongkong, and Great Britain.
Umbrellas (European style).....	3, 458	Hongkong.
Cutch and gambler.....	3, 315	British India.
Candles.....	3, 079	Great Britain, Germany, and Belgium.
Smokers' articles.....	3, 006	Germany.

*Value of imports from various countries via Hongkong and China.*

Country.	1896.	1897.	1898.	1899.	1900.	1901.
Great Britain.....	\$578, 164	\$687, 889	\$908, 828	\$546, 819	\$699, 007	\$1, 054, 722
United States.....	297, 196	405, 880	455, 065	496, 421	758, 990	757, 754
Germany.....	111, 612	176, 681	149, 848	45, 618	47, 172	68, 817
Australia.....	29, 347	20, 907	42, 613	26, 113	57, 307	55, 633
Russia.....				11, 062		1, 164
Austria.....	302	2, 353	6, 334	3, 097	2, 124	3, 229
France.....	3, 884	5, 005	4, 617	2, 298	1, 445	2, 462
Denmark.....	10	60	123	2, 146		49
Switzerland.....	1, 686	1, 183	487	1, 552	2, 698	150
China.....	2, 047, 196	3, 631, 775	5, 051, 527	3, 148, 357	2, 998, 618	2, 828, 084
Hongkong.....	145, 307	205, 551	477, 099	207, 600	304, 435	276, 881
Annam and other French Asiatic possessions.....	221, 268	52, 783	254, 679	1, 202, 695	51, 173	27, 908
Russian Asia.....	20, 849	34, 678	45, 108	36, 330	139, 408	16, 715
British India.....	302, 478	219, 549	244, 503	18, 979	282, 018	250, 977
Korea.....	21, 210	21, 570	12, 006	9, 822	6, 410	8, 906
Philippines.....	8, 676	9, 203	7, 304	3, 996	809	5, 109
Siam.....	84, 087	25, 960	33, 884	1, 618	1, 935	3, 235
Other countries.....	495, 959	774, 433	869, 251	1, 369, 970	1, 482, 066	1, 048, 602
Total.....	4, 315, 501	6, 329, 649	8, 439, 595	7, 135, 294	6, 785, 612	6, 404, 897

Countries with a trade of less than \$500 have not been inserted in the above. Owing to a partial failure of the Formosa rice crop in 1899, there was a heavy import of rice from the French Asiatic possessions, which explains the very large returns credited to the latter for that year. A portion of the imports from Hongkong should be credited to Great Britain, the United States, Germany, and other countries, as goods from these countries which may be purchased in or received via Hongkong are frequently declared as of Hongkong origin. It is necessary to explain here that, with the exception of a few of the staples, such as flour, oil, etc., which come to the island chiefly via Hongkong, many of the goods formerly arriving via that port are now shipped to the island via Japan, and therefore do not appear in the customs returns. Consequently, the decrease in imports shown by some countries in the above table is due to a transfer of the trade to Japanese importing houses, rather than to a decrease in consumption.

The above statistics cover only the imports arriving from and via China and Hongkong. The import trade from and via Japan is increasing rapidly, to the detriment of the commercial route first mentioned. The improved shipping facilities between Japan and Formosa, and the absence of duties on Japanese goods, have been responsible for this great development. A large quantity of foreign goods enters the island by this route, but owing to the absence of a regular customs barrier, there are no statistics as to country of origin.

The extent to which this trade has grown during the past six years is shown in the following table:

Description.	1896.	1897.	1898.	1899.	1900.	1901.
Imports from or via Hongkong and China <sup>a</sup> .....	\$4,315,501	\$6,829,649	\$8,439,595	\$7,185,294	\$6,786,331	\$6,404,897
Imports from or via Japan <sup>b</sup> ..	250,000	500,000	2,299,150	8,908,804	4,219,516	4,391,129
Total imports .....	4,565,501	6,829,649	10,738,745	11,044,098	11,004,847	10,796,026
Percentage Hongkong and China .....	96	98	79	65	62	59
Percentage Japan .....	5	7	21	35	38	41

<sup>a</sup> Vide customs returns.

<sup>b</sup> Vide harbor returns.

#### GOVERNMENT SUPPLIES.

Supplies for the Government are purchased in Japan, and the articles generally enter one of the mainland ports and pay duty there, and are then transported to Formosa without passing through the local customs. I am thus without information from official sources as to the country of origin, value, etc., of some of the largest items of import entering the island. From private sources, however, information has been obtained regarding the most important articles. As to railway supplies, the United States has supplied four locomotives, the bulk of the rails, and bridge material for the new railway. England has supplied six locomotives, machinery for shops, a considerable quantity of bridge material, and the dredgers now at work in Kelung Harbor. Up to the present, no other foreign countries have been favored with any Government orders.

#### FORMOSAN EXPORTS.

The principal exports from the island are tea, camphor, rice, gold, coal, fibers, and sulphur from north Formosa, and sugar, dye plants, and fibers from the south. Six years ago, this trade was conducted almost wholly via China and Hongkong. In 1896, excluding the old established trade in sugar, some \$100,000 covered the value of exports to Japan; in 1897, this trade had increased threefold, and in 1898, it had reached over \$1,350,000. This last large increase is accounted for by the very heavy and unusual export of rice, to supply the demand created by the failure of the crop in Japan. In 1889, Japan received Formosa commodities to the value of \$1,825,238, including sugar to the value of \$874,439; in 1900, the value of \$2,201,055, and in 1901, the high figure of \$3,672,978, which nearly reaches the total Formosan export via Hongkong and China.

The following table gives the value for three years of the leading items of export to Japan, and to foreign countries, in which China is included.

#### *Principal exports to foreign countries and Japan.*

Articles.	Destination.	1889.	1900.	1901.
Tea.....	Foreign countries.....	\$2,654,164	\$2,415,906	\$1,758,660
	To and via Japan .....	157,719	246,508	355,840
Camphor .....	Foreign countries .....	868,370	692,823	304,646
	To and via Japan .....	146,131	472,692	786,728
Camphor oil .....	Foreign countries .....	664		
	To and via Japan .....	587,265	481,322	602,918

*Principal exports to foreign countries and Japan—Continued.*

Articles.	Destination.	1889.	1900.	1901.
Brown sugar .....	China .....	\$608,081	\$226,362	\$339,185
	Japan .....	874,439	768,919	1,121,728
White sugar .....	China .....	185,442	108,261	176,472
	Japan .....			24,573
Rice .....	China .....	632,864	1,138,180	566,210
	Japan .....	81,311	46,559	512,166
China grass and other fibers .....	Foreign countries .....	149,208	184,327	191,399
	Japan .....		588	320
Sesame .....	Foreign countries .....	15,590	30,671	106,942
	To and via Japan .....		357	7,059
Coal .....	Foreign countries .....	48,745	67,353	92,944
Langngans .....	China .....	80,684	22,810	108,113
Oil cakes .....	do .....	50,936	88,602	62,238
Hides .....	Japan .....	11,167	28,529	30,435
	China .....	6,626	6,501	21,094
	do .....	62,794	64,366	45,598
Turmeric .....	Japan .....	1,662	10,470	6,106
Salt .....	do .....		24,979	43,724
Beans, peas, etc .....	China .....	20,774	23,621	22,682
Sekikasa! .....	do .....	1,040	7	2,076
	Japan .....	12,999	16,438	18,597
Sulphur .....	Foreign countries .....	6,410	8,343	17,178
	To and via Japan .....	212	13,401	1,806
Fish .....	China .....	2,779	749	13,956
Pineapple fiber .....	do .....	8,260	9,285	13,083
Timber and lumber .....	do .....	5,632	14,814	12,572
	Japan .....	88	724	400
Sundries free of duty .....	Foreign countries .....	3,647	23,535	12,682
Rattans .....	do .....	7,886	8,686	11,592
Kerosene oil .....	China .....		6,261	9,544
Bamboo sprouts .....	do .....	10,789	11,398	
Groundnut oil .....	do .....	1,355		8,917
Pith paper and pith .....	Foreign countries .....	9,994	9,279	8,869
Jute ribbons and fiber .....	China .....	3,697	7,265	11,496
Sundries for ships' use .....	do .....	11	159	7,336
Matches .....	do .....	1,493	4,044	7,106
Wheat .....	do .....	12,814	14,157	5,646
Glass manufactures .....	do .....	256	2,084	3,670
Drugs .....	do .....	827	1,522	3,126
Vegetables and fruits .....	do .....	1,100	660	1,807
Rape seed .....	do .....	1,417	3,073	1,175
Various unenumerated articles .....	Foreign countries .....	25,882	67,270	57,886
	To and via Japan .....	59,517	8,717	9,212
Grand total .....	To foreign countries .....	5,499,337	5,217,141	4,109,272
	To and via Japan .....	1,815,563	2,124,297	3,581,589
Total exports .....		7,304,899	7,341,438	7,690,861

Only a small portion of the gold production is declared at the customs, but for 1901, the export of this mineral may be taken as exceeding \$750,000 in value.

It is interesting to note that the 34 exports given above show a considerable increase during the three years reviewed, with the exception of tea, brown sugar, turmeric, bamboo sprouts, pith paper and pith, wheat, and rape seed, which show a decrease.

As is the case with imports, the route via Japan grows yearly in favor, while the Hongkong and China route suffers, as is shown in the following table:

Description.	1896.	1897.	1898.	1899.	1900.	1901.
Exports to and via Hong- kong and China .....	\$5,701,113	\$6,379,647	\$6,413,456	\$5,556,456	\$5,285,642	\$4,149,400
Exports to and via Japan .....	742,988	1,219,394	2,072,867	1,941,016	2,124,278	3,672,978
Total exports .....	6,444,101	7,599,041	8,486,462	7,497,473	7,409,920	7,822,378
Percentage—Hongkong .....	89	83	76	74	71	53
Percentage—Japan .....	11	17	24	26	29	47

## TOTAL TRADE OF FORMOSA.

From the above statistics, we find the total import and export trade (values stated in United States currency) for the six years of Japanese occupation to be as follows:

Years.	Imports from or via Hongkong, China, etc. (customs returns).	Imports from or via Japan (harbor returns).	Total imports.	Exports to Hongkong, China, and foreign countries via China (customs returns).	Exports to Japan and to foreign countries via Japan (harbor returns).	Total exports.	Total exports and imports.
1896.....	\$4,815,501	<sup>a</sup> \$250,000	\$4,565,501	\$5,701,118	\$742,988	\$6,444,101	\$11,009,602
1897.....	6,329,649	<sup>a</sup> 500,000	6,379,647	6,379,647	1,219,394	7,599,041	14,428,670
1898.....	8,437,702	2,299,656	10,737,358	6,413,596	2,099,106	8,512,702	19,250,060
1899.....	7,136,546	4,005,913	11,142,459	5,557,461	1,825,238	7,382,699	18,525,157
1900.....	6,785,332	4,219,516	11,004,848	5,286,643	2,201,066	7,486,698	18,491,546
1901.....	6,404,897	4,391,129	10,796,026	4,149,400	3,672,978	7,822,378	18,618,404

<sup>a</sup> Estimated.

The above tables show a steady increase in the total trade of Formosa for the period reviewed, this increase being equal to some 62 per cent.

## TOTAL TRADE WITH VARIOUS COUNTRIES COMPARED.

No exact statistics can be obtained to show the total annual trade between Formosa and the various western countries, but a rough estimate for the year 1901, which can claim to be no more than an approximation, is as follows:

Countries.	Imports via Hongkong.	Exports.		Total.
		Camphor.	Tea.	
United States .....	\$757,754	\$258,500	\$2,900,000	\$3,916,254
Great Britain .....	1,064,722	230,202	300,000	1,594,823
Germany .....	68,317	842,000	.....	355,317
France.....	2,462	158,000	.....	160,462

There are small unrecorded exports reaching the various countries, and there is a large import of foreign articles through Japan, statistics of which are unobtainable. Excluding material for certain large Government undertakings—a temporary trade at most—the total of these items, doubtless, does not exceed some \$1,300,000 in value. Without any accurate source of inquiry, but estimating merely from information obtained from mercantile friends interested, I am led to believe that the United States has about 45 per cent of this trade, Germany 20 per cent, England 20 per cent, and other western countries 15 per cent. Adding this to the above figures, we would obtain for the three countries chiefly interested a total trade in round numbers as follows: United States, \$4,870,000; Great Britain, \$1,800,000; Germany, \$555,000.

## TEA.

The arrival of a steamer in Kelung to load tea direct for the United States was somewhat sooner than had been anticipated. On June 20, 1902, the British steamer *Merionethshire*, engaged in the New York,

China, and Japan trade, entered Kelung and obtained a liberal cargo of tea and camphor. The *Merionethshire* is the first steamer to carry Formosa cargo from the island to an American port. Other steamers of the Shire line called during the present tea season, and it is very probable that some vessels engaged in the Pacific trade will call next year. Whether the experiment, considering the present condition of Kelung Harbor, will prove a success or not, the present season will doubtless tell. At all events, only some two or three of the tea firms are prepared to do their matting and marking here, which is necessary for direct shipments. The other firms with large vested interests in Amoy, China, will doubtless find it to their advantage, for the present at all events, to continue shipments via that port. With the completion of the dredging at Kelung, some two or three years hence, a secure berth in the inner harbor will be obtainable, and the facilities offered for loading will be exceptionally good. The railway is increasing its rolling stock rapidly, and the authorities express their confidence in being able, by that time, to handle as much tea as will be offered. Kelung will then undoubtedly be a cheaper and, it is believed, a more convenient port of shipment than Amoy, and will probably handle practically the whole trade.

The tea trade is now in the hands of three American and three English houses. These firms have been long established in the East, have numerous connections in America, and are consequently thoroughly in touch with the trade in all its branches. It is unlikely, so far as the American market is concerned, that Japanese export houses will enter into competition.

As regards new markets, something may be done by the Japanese houses. Considerable interest has been taken, for instance, in the manufacture of Formosa tea dust into brick tea for shipment to Russia. The agricultural department of the Formosa government sent a small shipment of tea dust to a Japanese brick-tea factory, where it was manufactured, and the product was reported to be superior in some respects to Japanese brick tea. The adhesive quality of the Formosa dust made possible the production of a strong block, uniform in shape and dark in color, which are important requirements, I understand, although the liquor produced was reported in some quarters to be rather too bitter to suit the Russian taste. As a result of these experiments, a Japanese merchant undertook the manufacture of brick tea in Daitotei (Twatutia) during the season of 1901, and shipped some 58,000 pounds of the product. Owing to lack of capital, however, he withdrew his establishment from the island at the close of the season. Although, at present, there is no brick-tea factory in the island, considerable quantities of dust—amounting to 363,088 pounds during 1901—were shipped to one in Nagasaki. What the consequence of these shipments will be it is difficult to foretell, but should they result in a demand for a large part of the Formosa dust, it would be a help to the trade in many ways. Following the exhibit of Formosa tea at the Paris Exhibition, a few orders were obtained from France, but it is not anticipated that a demand of any importance has been created. Another event of some interest was the shipment during 1900 and 1901, on Chinese account, of two small lots of tea to London.

The most notable development in the tea trade will be the construction during the coming winter of a model tea factory. Government experts have been studying the situation in Ceylon, and it is declared

that the cost of production can be considerably reduced. While it is the intention of the Government to introduce only such machines as will perform work similar to that done at present by hand, the experts are not absolutely confident that the exact character of the present tea, so far as flavor and quality are concerned, can be maintained. In this case, the original plans will be abandoned and only those machines retained that can be utilized with advantage. It is stated, however, that definite information on this subject can not be actually obtained without establishing an experimental factory; and if it is later found that the favorable characteristics of Formosa Oolong have not been altered, the gain in the decreased cost of production will be so great that it is good policy to make the test, even at a considerable expenditure and with the risk of failure. The cost of production in Formosa for the entire crop for an average season is stated to be about \$232,500. By utilizing machinery, the cost would be reduced to about \$89,500, which includes a liberal interest on the cost of the factory. The machinery for the experimental factory will be obtained entirely from England.

#### CAMPHOR.

The Government monopoly of this article has not proven the success that the authorities had anticipated. At the time the monopoly was first proposed (1898), the production of camphor in Japan had decreased until it almost ceased to remain a factor in the trade, Formosa supplying at that time practically the world. This was due to the fact that the camphor trees in Japan easily available had been almost entirely consumed. The institution of the Formosa monopoly, however, with the greatly increased prices established, stimulated the production in Japan. Camphor workers found, under the new conditions, that it was well worth their while to seek out the remaining trees in the more inaccessible forests. They even went to the extreme of purchasing trees growing in private gardens and temple compounds, and also of digging up the stumps and roots of trees cut down years before. This increased the Japanese production to such an extent that merchants holding the Japanese supply found they could sell under the monopoly prices and still make a profit. This naturally interfered with the sale of Formosa camphor, and necessitated a change in the terms made with the selling agents.

As the income from the camphor monopoly had been depended upon as one of the chief resources for the support of the Formosa government, the Japanese cabinet gave its approval to a bill emanating from the Formosa government, which was to give the latter control of both Japanese and Formosa camphor. By the terms of the bill, Formosa would not derive profit from the sale of Japanese camphor. It simply provided for the regulation of the supply and the maintenance of a price, to be decided upon by the Formosa government. This would naturally put a stop to the competition existing between the Japanese and Formosa products. The bill passed the lower house, but was thrown out without discussion by the upper house, owing to a technicality. It is understood that the same bill will in 1903 be again placed before Parliament.

In regard to the camphor production in Japan, it is reported by a Government expert that without the present high monopoly prices, the industry could not be carried on. Although there are considerable

forests of camphor in Kagoshima, Miyazaki, Kumamoto, and Fukuoka prefectures of Kyushu, the trees are said to be generally small and the expense of production comparatively great. It is estimated that Kagoshima possesses 700,000 to 800,000 trees and Miyazaki 2,000,000 newly planted trees. There are also camphor trees in Okinawa prefecture. It is said that if every camphor tree in Japan were felled and utilized in the manufacture of the drug, the total production would be only some 400,000 piculs (53,333,333 pounds), which at the present rate of consumption would supply the world's requirements for about six years. It can thus be seen that even should legislation fail in granting to Formosa the control of camphor production in Japan, the competition could not be of long duration.

Camphor trees are found in several forests in China, but owing to the comparatively small number of trees and the low yield of camphor obtained from the wood, China has never been considered a competitor worthy of mention. The increased prices, however, following the establishment of the monopoly heightened interest in the production of the drug, and a Japanese syndicate has obtained control of the sale of the product, the manufacture, however, remaining under Chinese control, as before. It is stated that the camphor and oil produced will be sent to Formosa for remanufacture and shipment. The maximum production of China camphor, it is estimated, will not exceed 200 piculs (26,600 pounds) a month, and the average will doubtless be much less.

Obstacles which the future may place in the way of an indefinite continuation of the monopoly on its present basis are the invention of artificial camphor (German and American chemists have already achieved some success in this line), the production of camphor in the United States, Ceylon, the Canary Islands, and other countries where trees have lately been planted, and the discovery of other and cheaper chemicals which can replace camphor in many of its uses. So far as the present is concerned, the horizon is clear, and barring the production of a successful artificial camphor at a cost not exceeding 20 to 22 cents a pound, it is probable that the great resources of the Formosan forests and the cheap labor obtainable will give Formosa practical control of the market for many years to come.

#### SUGAR.

It is of interest to record that his excellency, Baron Kodama, the governor-general, spent a few weeks in the southern sugar district during the present summer (1902), and on his return, an extensive plan of Government irrigation works was announced. An immediate appropriation of \$50,000 was made, which is to cover the cost of investigation, as well as of preliminary work at Soko, in Hozan (Hengchun) district; Kotosan, in Tainan district; Naikina and Jurinto, in Yensuiko (Kiamtsui) district; Rokuto, in Kagi district; Rashi, in Shoka (Changwha) district, and other places. A portion of this amount will also be devoted to embankment works near the mouth of the Toseki (Tangchio) River. The total cost of the complete works will reach several million dollars, and the construction will be extended over a period of several years. When the works are completed, the production of sugar will be largely increased.



In accordance with the Government's intention to introduce modern machinery, Dr. Nitobe, the chief of the sugar bureau, purchased in America a complete sugar mill of the most recent construction. This machine will crush 60 tons of sugar a day, and will be set up in the south during the coming spring. The machine, laid down in Formosa, represents an expenditure of \$10,000. Other small crushing mills to replace the native stone mills will be introduced next year.

The subsidized sugar mill at Koshito, South Formosa, was in successful operation during last season. The output ranged in value from \$2.33 a picul (133½ lbs.) to \$4.68, the latter representing a white sugar of No. 18 Dutch standard. The bulk of the product was supplied to refineries in Japan.

#### COAL.

The first half of 1902 exhibited a considerable development in the export of Formosa coal. During the first five months, the export totaled 16,539 tons, against 8,225 tons for the same period during 1901. A special steamer has been chartered by an English firm, and makes regular trips between Tamsui, Hongkong, and such China ports as provide a market for the coal. It is expected that the export for the year 1902 will reach some 40,000 tons. The local consumption has increased steadily year after year, and the production in 1901 reached some 80,000 tons, the largest known in the history of the island. To facilitate the transportation of coal, the Formosa Railway has opened a new station known as "Goto," near the Suihenkyaku (Suitengka) coal fields, and there has been constructed a short branch line connecting with a trolley leading to the mines; and at Tamsui there is in course of construction a jetty out into the stream from the railway. With these conveniences, it is thought the coal trade can be handled easily and economically, and the future of the industry, which but a few years ago seemed very dark indeed, is more promising. If the rate of increase for the past three seasons can be maintained for a few years longer, coal will become one of the leading exports.

#### GOLD.

No product in Formosa has shown such rapid growth and has such a bright future as gold. From an output of some \$300,000 in value in 1896, the production reached in 1901 over \$750,000, and with the completion next year of the Kyufun plant, which is now in course of construction, the annual production is expected to exceed \$1,250,000. During the present year (1902), Japanese have begun the development of the Shinjio deposits on the east coast, which are thought to be very rich. The number of gold washers in the Zuiho and Kelung River districts has greatly increased during the past three years. There are some 2,000 men under contract with the Fujita Company, and several large Chinese gangs are busy on the Kelung River, in addition to many private workers. It seems at present quite probable that within half a dozen years, gold will be exceeded in value among the island's exports only by tea.

#### SULPHUR.

The production of sulphur has likewise shown considerable increase during the past three years. The producing field has been extended to Kinpori (Kimpauli), where the manufacture is now carried on, though the difficulties of transportation are great.

## FIBERS.

The last three years have shown considerable development in several lines of fiber manufacture. The Taika rush has come into favor locally and in Japan as a material for hat making, and the production during the year 1901 exceeded 50,000 pieces. Taika straw can probably be successfully bleached, and a hat made to conform with modern styles should prove a close competitor with the Panama hats now so much in demand. A considerable shipment of these hats has been made to the United States, and it is hoped that they will be well received there. The screw pine (*Pandanus*) has proven to be an excellent material for the manufacture of hand bags, cigarette cases, and hats, the latter being an exceedingly beautiful article. Ribbons of pure color, soft and apparently as flexible as Panama straw, are produced from the split fiber, and the Japanese company which has taken up the development of this industry believes that it has a promising future. The company has established at Banka a factory employing over sixty hands, and has also made arrangements to give employment to prisoners.

Looms have been introduced by the Government in several places, and the weaving of cotton cloth is taught to native girls. Several private plants have as a result been established, and furnish employment to quite a number of Chinese girls.

## PAPER.

The Chinese method of paper manufacture is highly wasteful and expensive, and the product is very inferior. The Formosa Government has accordingly, at an expenditure exceeding \$20,000, established a model paper mill at Kagi, which is run by water power and is engaged in the manufacture of all kinds of Japanese paper. Bamboo, paper mulberry (*Broussonetia papyrifera*), *Wikstrœmia*, and certain reeds are being experimented with as materials for paper making. It is the desire of the Government to induce the native paper makers to adopt modern methods, the practicality of which will be exhibited to them at the Government mill. A Japanese syndicate has also established at Kagi a small mill, at an expenditure of some \$10,000, which is engaged in the manufacture of Japanese paper.

## MISCELLANEOUS INDUSTRIES.

In addition to the industries described, there may be noted the establishment of modern factories in North Formosa for the manufacture of glass and matches; the cultivation of indigo in Bunzampo district by the Wada Company; the establishment of a large plantation in Taito (Taitong) district; and a tobacco plantation in Tainan by the Kada Company; the extensive nurseries and the afforestation works carried on by the Dogura Company in Kussaku (Kuchu) district, and a pineapple tinning factory, which has commenced operations on a small scale in Tainan.

The agricultural department of the Formosa Government will give special attention to the development of sugar, tea, paper, rice, China grass, and other fibers, tobacco, stock raising, forestry, etc.

To further the work, the government has established a number of experimental gardens and nurseries throughout the island. At the

Tainan station, many tropical trees of commercial value are growing in the nursery, and will be distributed to applicants in southern Formosa. Perhaps, the most important station of all is the tropical nursery established in Koshun district in the extreme south of the island. The garden covers an area of some 250 acres, and a large variety of tropical plants, such as teak, mahogany, sandal, ebony, rubber, cotton, various palms, etc., have been planted there. The work is under the control of Y. Tashiro, botanist, perhaps the most capable man for work of this kind in the whole of Japan.

JAMES W. DAVIDSON, *Consul.*

TAMSUI, *November 15, 1902.*

## KOREA.

Korea experienced a severe drought in 1901, which caused a very general failure of crops and much consequent distress. The trade for the first half of the year, however, was so good that the total was larger than ever before. The value of trade is given in the customs reports as follows:

Description.	Value.	
	Yen.	
Imports from foreign countries.....	14,777,234	\$7,350,068
Imports from Korean ports.....	5,217,266	2,598,193
Exports to foreign countries.....	8,461,949	4,214,051
Exports to treaty ports.....	2,994,862	1,491,641
Total.....	31,451,901	15,662,948

To this should be added:

Description.	Value.	
	Yen.	
Import of nickel blanks for coinage.....	602,622	\$300,106
Export of gold.....	4,993,351	2,486,689

As there is no direct communication between Korea and the United States, imports from the latter country do not appear separately, but are included with those from China and Japan. A considerable portion of the cotton goods imported into Korea from Japan is manufactured from American cotton. The same is true of the tobacco brought from Japan. Doubtless, many other of the articles imported from China and Japan are of American origin. By inquiry among American importers in Korea, it is found that the following importations of American goods have been made:

Description.	Value.	
	Yen.	
Kerosene and sundries.....	626,508	\$312,001
Mills, machinery, and supplies.....	500,000	249,000
Electrical plant and lumber.....	475,143	236,621
Total.....	1,601,626	797,622

The exportation of gold is increasing satisfactorily. Since Americans began mining operations in Korea, in 1896, the export has been:

Year.	Value.	
	Yen.	
1896.....	1,390,412	\$692,425
1897.....	2,084,079	1,012,971
1898.....	2,357,725	1,174,147
1899.....	2,938,332	1,460,824
1900.....	3,638,060	1,809,259
1901.....	4,998,351	2,486,689

H. N. ALLEN, *Minister*.

SEOUL, May 24, 1902.

## PERSIA.

### GENERAL CONDITIONS.

The industrial conditions in Persia may be said to be undergoing a slight but steady improvement. I will point out in detail elsewhere in this report that exports and imports are both increasing. Climatic conditions for a year or so have been favorable to agriculture and, with good crops, bread has been cheap and plentiful in almost every district in Persia. In the district of Shiras alone has a bread riot occurred, but in this case, the condition of famine was said to have been aggravated by a "corner" in wheat. The financial resources of the country have been greatly increased by an honest and businesslike administration of the imperial customs under the direction of experienced Belgian officials. But, unfortunately, I can not report any improvement in the general financial situation in Persia, and this may be said to be due to the fact that though the resources are increasing, yet the expenditure by the Government is increasing at a much greater ratio. In March, 1902, the Persian Government was obliged to negotiate another loan from Russia, and the payment of the interest on this loan will probably consume a greater part of the increased revenue of the customs. The amount of this loan is £1,200,000 (\$5,840,000). The rate of interest is fixed at 6 per cent, and it is secured by the revenue of all the customs of Persia with the exception of the ports on the Persian Gulf and the province of Fars. It is redeemable in ten years, and until redeemed, the Persian Government, by the agreement, is prevented from contracting loans with any foreign government other than Russia. In the case of nonpayment of interest, the Russians are given the right to place 25 officials in the Persian customs and treasury to protect Russian interests. In return for this loan, the Russians have received certain concessions in Persia, the exact details of which have not been made public. However, it is generally understood that the most important concession granted was the right to construct and operate a carriage road from Tabriz (near the Russian frontier) to Teheran. With this was granted all mining rights along the road and the right to buy and own property on which to construct posthouses, tollhouses, etc. It was currently reported in Teheran that although in name it is to be a carriage road, yet the agreement gives authority to engineer the

road in such a manner that it could readily be turned into a railroad. What may be called the fixed charges of the Persian Government are now increased by the 6 per cent a year necessary to pay the interest on this loan. It is stated on fairly good authority that the capital of the loan is already nearly expended and that before long it will be necessary to contract another. If the borrowed money were expended in Persia for the encouragement of industries and the improvement of commercial facilities, something might be said in favor of these loans, but the fact is that the money is not so expended.

Persia is the scene of a contest between Russia and Great Britain for commercial and political supremacy. This conflict is not without its beneficial results upon the general trade conditions in Persia. We have seen that Russia has built a well-engineered highroad from Resht, on the Caspian Sea, to Teheran, thus facilitating the export of Persian goods into Russia as well as the introduction of Russian goods into Teheran and the adjoining provinces. This road has made the journey to Teheran comparatively easy, and it is no longer the most inaccessible of the great capitals of the world. In eastern Persia, Russia has already built an equally important road from Ashkabad, on the Trans-Caspian Railroad, to Meshed, thus opening up the great markets of historic Khorassan, one of the rich and fertile districts of Persia where millions of bushels of grain have hitherto rotted on the stalks for want of means of export. The new road from Tabriz to Teheran, authorized as explained above, will doubtless, when constructed, make an enormous difference to the trade of all northwest Persia.

Furthermore, the Russian Government has adopted a bounty system on the export of Russian merchandise to Persia. The precise amount of these bounties is unknown, but information obtained from merchants reveals the fact that they run from about 15 to 20 per cent ad valorem. The Persian consumer profits by the reduction of almost the whole amount of the bounty from the natural or economic price of Russian goods. In addition to a bounty, the merchant in Russia obtains reduced rates over all Government railroads on goods destined for Persia. The attention of Russia, hitherto directed toward northern Persia, has also in the past two years been turned toward the Persian Gulf, and an effort has been made to compete with Great Britain on its own ground. A line of Russian steamers, heavily subsidized by the Government, has been started from Odessa to Bushire. A steamer named the *Korniloff* has made several voyages from Odessa to Bushire, freighted with loaf sugar, kerosene oil, gold lace, and cotton piece goods. The exact statistics of these ventures have not been made public, but it is known that they were not commercially profitable. However this may be, the Government subsidies covered the owners from loss, and, far from being discouraged, the effort is to be continued, and new steamers are being constructed with a draft and carrying capacity especially suited to the Persian Gulf trade. One result of these Russian experiments was to greatly reduce the price of sugar, kerosene, and several other commodities, much to the advantage of the Persian consumer. If the Russian Government can succeed in making this line of steamers permanent, the long-established Persian Gulf trade of Great Britain and India will suffer severe injury.

I think I am correct in stating that in only one section of Persia is British trade appreciably gaining ground, namely, in Seistan and the

southeast corner of the Empire. Here, propinquity gives India the same advantages that Russia possesses in north Persia. The Indian Government is devoting considerable attention to the development of trade routes from India, through Beluchistan to southeastern Persia, Seistan, and even as far north as Meshed in Khorassan. Meshed is the scene of intense rivalry between Russian trade coming down from the Trans-Caspian provinces in the north and Indian trade pushing up from the south. The Indian Railroad runs as far as Quetta, and recently, we have had the announcement that it is to be extended some 100 miles to Nushki in Beluchistan. It is hardly likely that it will stop at that point, when the fertile plains of Seistan are but 200 miles distant. This Anglo-Russian competition in Persia brings substantial benefits to the Persians. It is self-evident that, if two powerful nations enter into a strenuous competition to see which can supply a third nation more cheaply with the commodities of life, the third nation is bound to enjoy very material advantages. Persia is to-day in the position of the third nation, and even her internal resources are being gradually developed. If roads are built to facilitate the introduction of foreign goods, the same roads serve equally well for the export of Persian products.

It is well known that in Russian policy, commercial advance goes hand in hand with political supremacy. In Persia, as in Manchuria, M. Witte, the minister of finance, is quite as active as Count Lamsdorf, the minister of foreign affairs. The managing director of the Russian Banque Escompte de Perse, in Teheran, is a capable member of Mr. Witte's staff and his acknowledged representative. The English Imperial Bank of Persia for many years enjoyed a practical monopoly of the banking business in Persia, but since the establishment of the Russian bank in recent years, a keen competition has been entered upon. The Russian bank, as the agency of the Russian minister of finance, has operated the great loans made to Persia, and with this powerful lever, it has become a great financial factor. This bank is tied by none of the ordinary considerations of commercial operation, such as profit and loss. It is stated that generous credit is given to Persian merchants on condition that they trade solely in Russian goods. The English bank has one advantageous monopoly, in the right to issue bank notes. In this keen competition between the banks, the Persian merchants reap no little advantage. I may add, in regard to the struggle in Persia for commercial supremacy, that, whereas in 1889, Lord Curzon estimated the total value of British trade with Persia at £3,000,000 (\$14,600,000) against a Russo-Persian trade of only £2,000,000 (\$9,730,000), the returns prepared by the director-general of Persian customs for 1900-1901 put down Russian imports and exports at a total value of £4,501,000 (\$21,900,000) against a total of £2,000,000 (\$9,730,000) for British imports and exports. On this basis, in a period of thirteen years, the volume of Russian trade has increased 125 per cent and that of the British Empire has decreased 33 per cent. These statistics are not altogether trustworthy, but they are an approximation of the general trend of trade. According to the London Economist, the value of cotton goods exported from England to Persia was £699,018 (\$3,402,000) in 1901, and £423,032 (\$2,058,500) in 1902, showing a decrease of nearly 40 per cent for the current year.

## PROPOSED CHANGE IN THE PERSIAN TARIFF.

The Persian tariff at present is 5 per cent ad valorem on both exports and imports, but this is to be changed in the near future to a specific tariff. In the treaty of Turcoman Chai, 1828, between Persia and Russia, this 5 per cent arrangement was made, and all the other foreign powers, including Turkey (by a recent agreement), are on the "most-favored nation" basis. Consequently Russia has only to negotiate a new commercial treaty with Persia, and the foreign nations, ourselves included, are obliged to accept the Russian tariff. The Persian Government has, for some months past, been negotiating a specific tariff with Russia, and it is stated that the new tariff is completed and will shortly be put into operation. The negotiations have been conducted with great secrecy and it is impossible to obtain any reliable details of what has been agreed upon, beyond the fact that the tariff will be specific instead of ad valorem. Consequently, I am unable at present to express any opinion as to how American trade will be affected thereby.

## RATE OF EXCHANGE.

The rate of sterling exchange which, in January, 1902, was at 53½ krans to the pound, has been going steadily up until in the first part of November it touched 57½, the highest point ever reached. The American dollar was actually worth 11½ krans. At present writing (November 19, 1902), the sterling rate has dropped to 56½, and seems to be on the downward trend. This fall is said to be due to the fact that the price of silver is being affected by certain financial changes made by the government of the Straits Settlements.<sup>a</sup> It is interesting to note that when exchange was at its highest point, a kran equaled \$0.0868, whereas the United States director of the mint fixes the Government rate (October, 1902) at \$0.071.

The administration of the imperial customs has recently published an official statement of the imports and exports of Persia for six months (March 20 to September 20) during the years 1900 and 1901, with a comparative table showing the increase and decrease of the trade in each article of merchandise. The publication marks an epoch in the history of Persian administration, as I believe it is the first official statement of the trade of the Empire. All reports hitherto made by foreign consuls have been based on figures obtained from most unreliable sources, and were necessarily incomplete. Mr. Naus, the Belgian official in whose charge the customs of the Empire have been placed for the past four years, is to be congratulated upon his successful efforts to introduce system where chaos had hitherto reigned. He and his able assistant, M. Lavers, have given to the world the first authentic figures of the trade of Persia, and have in part removed the cloud of mystery which has hung over this commerce since time immemorial. In the old days, when the various custom-houses were "farmed" out to the highest bidder, the whole system was one of concealment. The "farmers" naturally hid from public view the profits which they made, over and above the fixed sum they were obliged to pay to the Central Government; hence, it was impossible to obtain any figures, approaching accuracy, of the commerce of Persia.

Some idea of the improvement wrought in the customs may be obtained from the figures of the returns to the Government from this

<sup>a</sup> See Advance Sheets No. 1567, February 10, 1903.

source. Under the old "farming" system, the total receipts from the customs which reached the Central Government were estimated at about \$1,000,000 a year, whereas this sum has been increased in recent years to over \$2,000,000, and this improvement has been accomplished in spite of the fact that the old "octroi" or internal transit duty has been entirely abolished. The "octroi" weighed heavily on commerce and was the source of much corruption. At nearly every town, the unfortunate Persian merchant was obliged to pay a tax on his caravan—a tax from which his foreign competitors were exempt. At present, the merchant moves freely about the whole Empire and pays but a fixed sum of 22 shahis (or about 10 cents) a mule load for using the roads owned by the Government. I may except certain toll charges which he is obliged to pay if he uses one of the two or three roads built by private companies. The suppression of the "octroi" entailed a certain loss to the Government, but it is more than made up by the increased returns due to the businesslike administration of the customs. The merchant is now sure of fair treatment in the customs, and the exact duty of 5 per cent—no more and no less—will be strictly levied. In former times, he never knew in advance what rate he would actually be obliged to pay. It varied in different custom-houses according to the will of the respective "farmers" in possession.

#### COMMERCE.

The general trade of Persia has responded to good governmental administration, and a marked increase is recorded. The new report above mentioned is contained in two tables which, in view of their novelty and importance, I present herewith in extenso, marked Tables A and B. I have translated them from the French language, and as the values were mentioned in krans, I have reduced each item to dollars in order that they may be generally intelligible. The rate of exchange published by our Director of the Mint (one kran equals \$0.071) has been used. Attention should be called to the fact that there is considerable difference between this rate and the current commercial exchange. The total commerce of Persia, export and import, for six months in 1901, as shown in the accompanying tables, amounts to a little over \$14,000,000. If we calculate this according to the current commercial rate of exchange, it amounts to about \$17,500,000. As this is for six months only, we must multiply it by 2 in order to find an approximate total of the commerce of Persia for one year. This would make \$35,180,000 a year, which is probably a little high, as the best six months have been chosen. It is worth noting that the estimates which have been previously made by banks, foreign consuls, etc., have placed the total much higher, to wit, about \$45,000,000.

A comparison between the years 1900 and 1901 shows that the imports for six months have increased by \$1,986,431.65, or about 20 per cent of the total. The exports have increased by \$398,325.48, or about 9 per cent of the total. As Persia is brought into closer contact with foreign countries, it is obvious that foreign goods are being purchased at a greatly increasing rate, whereas the amount of Persian merchandise exported is also increasing, but at a much lower rate. The result is not surprising, when the industrial incapacity of the Persians is considered. The taste for foreign goods is increasing with familiarity, and there is no inclination to develop internal resources.



An examination of the tables shows that the principal increases in imports are in the following articles: Cotton textile fabrics, woolen textile fabrics, silk textile fabrics, tea, powdered sugar, cotton thread, rice, carriages, clothes, furniture, table glassware.

This list should be of interest to American merchants, as showing for what particular foreign merchandise the demand in Persia is increasing. By far the greatest increase is in cotton fabrics. In fact, it constitutes more than half of the total increase of the whole import trade. The increased demand for carriages, machinery, clothes, furniture, and table glassware deserves the especial attention of our merchants.

The principal decrease in imports is in gold and silver bullion. The only other decrease worth noting is in soap, flour, tobacco, and petroleum. The exports from Persia have increased in rice, opium, raw silk, fine pearls, precious stones, silk and woolen carpets, and leather. With the exception of carpets, it will be noted that such increase as there is comes from natural resources. The manufacture of carpets is practically the sole Persian industry capable of producing an exportable article.

Decreases in the export of raw cotton, raw wool, henna dye, and wheat are to be noted. During the year 1900, Persia exported in six months over \$1,000,000 worth of raw cotton, but in the same number of months in the year 1901, this export dropped to about \$500,000. The trade in raw cotton decreased over 50 per cent, and at the same time the export of raw wool decreased considerably.

TABLE A.—Exports from Persia.

Merchandise.	Value during six months, March to September.		Increase.	Decrease.
	1900.	1901.		
Matches.....	\$7 70	\$125.44	\$117.74	.....
Starch and other fecula not food.....	130.27	169.33	39.06	.....
Live animals:				
Donkeys.....		957.25	957.25	.....
Horses and colts.....	3,316.60	4,279.10	962.50	.....
Camels.....	70.00	21.00		\$49.00
Mules.....	528.50	3,942.19	3,413.69	.....
Bovine race.....	22,545.23	22,889.87	294.63	.....
Ovine race.....	3,299.01	9,702.21	6,409.20	.....
Not specified.....		62.23	62.23	.....
Butter, and other fatty food.....	1,271.53	5,490.00		1,311.53
Wood:				
For construction in the bark or sawed.....	338.59	1,496.52	1,167.93	.....
Sawed other than for construction.....				.....
Wrought other than furniture.....	1,075.82	1,977.50	901.68	.....
Miscellaneous, including fuel.....	21.70	243.18	221.48	.....
Beverages:				
Wines—				
In the cask.....	53.34	123.34	70.00	.....
Bottled.....	547.05	28.00	319.05	.....
Whisky, cognac and various liquors—				
In the cask.....				.....
Bottled.....	204.26	1,621.45	1,317.19	.....
Beer and vinegar—				
In the cask.....		68.23	6.00	.....
Bottled.....	81.27	47.95		\$33.32
Lemonade and fruit juices.....	166.95	42.38		122.57
Mineral waters.....				.....
Not specified.....	1.68	8.54	6.86	.....
Candles, tallow, and wax tapers.....	463.05	84.00		\$379.05
Animal gut—fresh, salted, or dried.....	4,108.61	5,646.90	1,543.29	.....
Coffee.....	1,603.91	417.34	1,186.57	.....
Coal:				
Coal pit coal.....				.....
Charcoal.....	352.59	8,811.81	8,459.22	.....
Raw wax.....	7,206.67	12,562.96	5,344.29	.....
Preserved food, such as cheeses, jams, crackers, as well as every kind of preserves in boxes, pots, and bottles, etc.....	1,825.67	219.03		1,506.64

TABLE A.—Exports from Persia—Continued.

Merchandise.	Value during six months, March to September.		Increase.	Decrease.
	1900.	1901.		
Rags .....				
Cordage, rope, and string .....	\$923.93	\$1,515.92	\$591.99	
Food commodities:				
Salt .....	20.86	286.16	265.30	
Eggs .....	15,564.42	8,445.42		\$7,108.99
Fresh vegetables .....	254.80	269.20	14.49	
Dried vegetables .....	1,472.03	987.49		484.54
Honey .....	628.88	212.52		416.36
Not specified .....	599.06	900.13	301.07	
Drugs and pharmaceutical products .....	10,981.41	16,965.41	6,084.00	
Empty packages of all kinds .....	206.08	589.54	383.74	
Spices .....	9,547.44	2,775.92		6,771.52
Thread for sewing and weaving:				
Cotton .....	2,556.40	1,263.62		
Woolen .....	26.32	507.92	481.60	
Flax or hemp .....				
Silk .....	2,408.45	11,216.17	8,812.72	
Imitation gold or silver .....				
Fruits:				
Dates .....	2,167.77	23,615.06	22,347.29	
Almonds, pistaches, kernels, nuts .....	167,675.83	149,383.50	18,292.33	
Raisins .....	317,825.40	322,285.69	4,910.29	
Oranges and lemons .....	1,091.79	1,397.41	315.62	
Fresh, not specified .....	1,089.97	263.83		826.14
Dried, not specified .....	188,361.04	147,744.87		40,614.17
Gums .....	119,652.47	146,380.50	12,728.03	
Grains, seeds, and their compounds:				
Wheat .....	23,824.63	164.50		23,160.13
Oats, barley .....	3,802.89	156.66		3,646.23
Millet .....		15.65		
Rice .....	57,900.85	384,909.09	391,148.24	
Others, not specified .....	18,247.74	14,592.92		3,655.82
Macaroni, vermicelli .....	49.00			49.00
Flour foods .....	106.85	966.63	861.28	
Wearing apparel, including linen hose, hats, and clothing of every kind .....	13,823.87	25,018.00	11,694.13	
Oils:				
Eatable, olive .....	674.87	4,991.58	5,316.71	
Petroleum and naphtha .....	310.66	895.54	82.88	
Others .....	1,816.43	4,833.50	3,017.07	
Musical instruments:				
Pianos, harmoniums .....				
Other .....				
Instruments and apparatus, scientific physics, mathematics and optics, mechanical ma- chines, and tools of all kinds .....	56.00	8.06		47.96
Animal material:				
Eggs of silkworms .....				
Pearls .....	9,926.70	54,674.97	44,748.27	
Raw, not specified .....				
Iron ore .....	17.50			17.50
Copper ore .....	3.50			3.50
Others, not specified .....	306.67	2,288.16	1,981.49	
Haberdashery and hardware, including toys, leather trade, various fancy objects of all kinds, toys, buttons, frames, albums, sealing wax, optician ware, false pearls, sticks, um- brellas, dinner services, cutlery .....	9,377.34	12,446.28	3,068.94	
Metals:				
Old iron, grape-shot .....	126.00	70.00		56.00
Iron and steel, in bars, plates, sheets, or wire .....	584.92	2,429.98	1,845.06	
Tin sheets .....		23.85		
Iron and steel, wrought .....	37.66	609.21	571.55	
Pewter, zinc, in ingots, sheets, wire .....	121.10			121.10
Wrought pewter and zinc .....				
Copper bars, plates, sheets, or wire .....	1,187.97	56.84		1,121.10
Wrought copper .....	3,289.58	1,368.50		1,991.08
Gold and silver .....	35.00			35.00
Wrought gold or silver or other precious stones, including jewelry, goldsmith and silversmith's ware .....		191.10	191.10	
Not specified, in ingots .....	2.10	72.59	70.49	
Metal work, not specified .....		58.80	58.80	
Furniture of all kinds .....	371.21	26.25		344.96
Watches:				
With gold cases .....				
Other, including works .....				
Works of art and for collection .....	606.62	245.63		360.99
Opium .....	490,984.01	754,821.48	263,837.47	

TABLE A.—Exports from Persia—Continued.

Merchandise.	Value during six months, March to September.		Increase.	Decrease.
	1900.	1901.		
Paper:				
For writing, including envelopes.				
Furniture and hangings for walls				
Other, including cardboard.	\$857.42	\$45.08	\$812.34	
Perfumes	2,064.13	3,514.07	1,479.94	
Skins:				
Of lamb, ascribed to Bagdad or Astrakhan	124,145.55	131,654.95		\$2,490.00
Rawhides, not specified.	61,473.30	71,424.22	9,950.92	
Leather of all kinds	96,863.96	100,753.31	16,890.35	
Leather work of all kinds except shoes, which are under the heading wearing apparel	403.76	1,207.92	804.16	
Stones:				
Worked, polished, or cut.	461.26	744.73	282.87	
Precious	84.00	26,845.32	26,759.52	
Undressed feathers (dressed feathers for ap- parel come under the head of wearing ap- parel)		63.91	63.91	
Fresh and salt fish not in boxes.	12.74	5,468.61	5,455.87	
Potteries:				
Earthenware, porcelain.	839.30	670.47		228.83
Others of various kinds		24.85	24.85	
Chemical products:				
Soda				
Others of all kinds		191.80	191.80	
Typographical and lithographical products	1,073.03	1,069.18		3.85
Crops and provender				
Resin and bitumen, not specified.	27.93	14.00		13.93
Soaps:				
Tollet	204.75			
Other	1,066.66	5,781.53	4,664.87	
Sugar stuffs:				
In loaves and candy	12,718.58	8,696.62		4,022.06
Powdered, sirup, moist	2,048.48	10,422.51	8,274.03	
Candies and sweets of all kinds, except bis- cuits	1,117.97	1,542.66	424.69	
Tobacco:				
Not manufactured	30,259.77	39,406.69	9,147.95	
Manufactured, cigars and cigarettes				
Tobacco for smoking and snuff	5,066.94	508.37		4,558.57
Dyes, colors, and varnishes:				
Senna	44,866.92	20,741.35		24,125.57
Indigo	936.06	4,738.98	3,804.87	
Crimson		628.72	628.72	
All others	8,966.18	10,310.99	4,352.81	
Textile fabrics and their compounds:				
Raw, including—				
Raw cotton, spun and unspun	1,044,312.57	576,285.91		528,026.66
Raw wool	177,301.11	94,836.14		82,464.97
Raw silk, silk wadding	293,118.06	486,242.82	193,129.79	
All others	5,624.77	8,665.57	2,760.80	
Tissues—				
Hemp and flax	73.78	3,423.08	3,349.30	
Cotton, unbleached or bleached	28,319.06	12,521.58		15,797.58
All others	40,480.72	57,663.76	17,183.04	
Wool—				
Carpets	423,563.21	434,349.98	18,786.79	
Kerman shawls	60,969.30	57,553.47		3,415.83
All others	8,148.63	15,687.00	7,538.37	
Silk—				
Carpets	2,292.50	17,491.04	15,198.54	
All others	96,236.23	89,735.38		6,500.85
Not specified	10.43	5.60		4.83
Laces of all kinds	221.27	2,068.57	1,867.30	
Fashioned materials not under category of garments	528.85	343.70		185.15
Teas	74,927.09	78,218.21	3,491.12	
Glassware:				
Table glass of all kinds	1,813.49	721.28		1,092.21
Window glass	280.00	73.85		206.15
Mirrors framed, unframed		1.40	1.40	
Vegetable and vegetable substances not speci- fied	4,674.88	9,453.99	4,779.11	
Vehicles of all kinds, including velocipedes, automobiles, etc				
Total	4,190,568.22	4,588,878.70	1,186,781.40	788,455.97

TABLE B.—Imports into Persia.

Merchandise.	Value during 6 months March to September—		Increase.	Decrease.
	1900.	1901.		
Matches .....	\$39,159.26	\$51,521.26	\$12,362.00	
Starch and other fecula not food .....	98.80	323.40	229.60	
Live animals:				
Donkeys .....	18,006.00	1,223.18		\$16,749.82
Horses and colts .....	10,192.70	10,427.90	221.00	
Camels .....	6,899.90	26,426.87	18,526.97	
Bovine race .....	4.90	171.64	166.74	
Ovine race .....	10.50	1,897.21	1,886.71	
Butter and other fatty food .....	6,760.18	14,000.20	7,300.02	
Wood:				
For construction, in the bark or sawed .....	6,998.91	29,336.09	22,342.18	
Sawed, other than for construction .....	141.75	5.60		136.15
Wrought, other than for furniture .....	5,838.81	8,108.21		2,276.10
Miscellaneous, including fuel .....	84.77	145.74	60.97	
Beverages:				
Wines—				
In the cask .....	177.87	578.69	400.82	
Bottled .....	2,062.76	4,496.24	2,433.48	
Whisky, cognac, and various liquors, bot- tled .....	18,600.09	14,706.02	1,105.98	
Beer and vinegar—				
In the cask .....	20.30			20.30
Bottled .....	7,068.10	4,419.17		2,649.01
Lemonade and fruit juices .....	3,401.16	3,440.08	88.92	
Mineral waters .....	85.47	870.66	785.19	
Not specified .....		70.00	70.00	
Candles, tallow, and wax tapers .....	21,306.34	35,876.61	14,571.27	
Animal gut, fresh, salted, or dried .....		598.08	598.08	
Coffee .....	6,614.30	17,067.67	10,443.37	
Coal:				
Coal-pit coal .....		2.80	2.80	
Charcoal .....	323.68	587.30	263.62	
Raw wax .....		16.80	16.80	
Preserved food, such as cheese, jams, crack- ers, as well as every kind of preserves in boxes, pots, bottles, etc .....	4,785.97	6,908.88	2,022.86	
Cordage, rope, and string .....	3,834.12	7,415.87	3,781.75	
Food commodities:				
Salt .....	1,690.42	825.48		866.94
Fresh vegetables .....	350.56	50.40		300.16
Dried vegetables .....	407.61	777.91	870.30	
Honey .....	14.70			14.70
Not specified .....	407.12	424.90	17.78	
Drugs and pharmaceutical products .....	24,548.09	35,862.82	11,314.73	
Empty packages of all kinds .....	19,510.75	12,857.32		6,653.43
Spices .....	30,376.85	62,341.72	31,964.87	
Thread for sewing and weaving:				
Cotton .....	60,820.48	188,785.24	127,964.76	
Woolen .....	5,935.65	1,882.79		4,052.86
Flax or hemp .....	380.85	6.65		354.20
Silk .....	465.86	8,248.32	4,782.96	
Imitation gold or silver .....	11,452.49	12,305.13	850.64	
Fruits:				
Dates .....	2,054.15	22,766.03	20,711.88	
Almonds, pistachios, kernels, nuts .....	482.80	374.50		107.80
Raisins .....	161.07	376.53	215.46	
Oranges and lemons .....	1,972.18	680.47		1,291.71
Fresh, not specified .....	101.01	74.41		27.60
Dried, not specified .....	594.22	7,647.37	4,053.14	
Gums .....	149.52	147.00		2.52
Grain seeds and their compounds:				
Wheat .....	2,436.99	1,555.19		681.80
Oats, barley .....	735.35	3,605.07		3,748.03
Millet .....	7.70	179.20	171.50	
Rice .....	75,808.81	178,740.80	102,931.99	
Others, not specified .....	3,157.00	2,845.08		311.92
Macaroni vermicelli .....	185.15	436.80	251.65	
Flour foods .....	190,037.05	46,194.61		143,842.44
Wearing apparel, including linen hose, hats, and clothes of every kind .....	24,421.46	55,405.05	30,984.59	
Oils:				
Edible, olive .....	626.29	605.50		20.79
Petroleum and naphtha .....	144,990.79	79,450.07		65,540.72
Others .....	2,431.24	2,661.51	235.27	
Musical instruments:				
Pianos, harmoniums .....	809.48	3,266.69	2,457.21	
Others .....	1,426.81	1,410.50		16.31
Instruments and apparatus, scientific, physics, mathematics, and optics, mechanical .....	2,969.19	3,643.35	674.66	
Machines and tools of all kinds .....	14,168.70	46,188.87	32,020.77	

TABLE B.—Imports into Persia—Continued.

Merchandise.	Value during 6 months March to September—		Increase.	Decrease.
	1900.	1901.		
<b>Animal material:</b>				
Eggs of silk worms.....	\$3,288.60	\$0,506.56	.....	.....
Pearls.....	.....	24,022.60	\$24,022.60	.....
Raw, not specified.....	91.21	1,537.48	1,446.27	.....
Iron ore.....	47.81	.....	.....	\$47.81
Others, not specified.....	1,885.72	4,768.61	3,882.89	.....
<b>Haberdashery and hardware, including toys, leather trade, various fancy objects of all kinds, toys, buttons, frames, albums, sealing wax, optician ware, false pearls, sticks, umbrellas, dinner services, cutlery.....</b>	<b>156,215.71</b>	<b>157,257.31</b>	<b>1,041.60</b>	<b>.....</b>
<b>Metals:</b>				
Old iron grapeshot.....	11,491.41	36,082.27	24,590.86	.....
Iron and steel in bars, plates, sheets, wire.....	69,109.46	78,088.09	8,979.53	.....
Tin sheets.....	4,434.78	3,771.11	.....	663.67
Tin and steel, wrought.....	12,368.55	29,433.25	17,066.70	.....
Pewter, zinc, in sheets, wire.....	12,753.44	22,615.74	9,862.30	.....
Wrought pewter and zinc.....	252.00	62.30	.....	189.70
Wrought copper.....	7,555.10	10,915.52	3,360.42	.....
Gold and silver ingots.....	1,559,760.30	909,564.46	.....	650,195.84
Copper bars, plates, sheets, or wire.....	15,935.85	39,747.19	23,811.34	.....
Wrought gold or silver or other precious stones, including jewelry, goldsmith, and silversmith ware.....	191.45	4,232.83	4,041.38	.....
Not specified in ingots.....	2,319.03	587.38	.....	181.65
Metal work, not specified.....	758.17	630.28	.....	127.89
Furniture of all kinds.....	10,060.88	35,148.33	25,097.45	.....
Watches:				
With gold cases.....	1,069.32	796.88	6,899.48	.....
Others including works.....	1,791.58	3,830.89	2,039.31	.....
Works of art and for collection.....	.....	318.78	318.78	.....
Opium.....	1,626.95	11,158.00	9,521.05	.....
<b>Paper:</b>				
For writing, including envelopes.....	21,405.23	15,225.91	.....	6,179.32
Furniture and hangings for walls.....	.....	19.60	19.60	.....
Other, including cardboard.....	5,101.28	4,727.73	.....	473.55
Perfumes.....	331.10	610.19	279.09	.....
<b>Skins:</b>				
Of lamb ascribed to Bagdad or Astrakhan.....	72,013.83	80,308.09	8,289.26	.....
Rawhides not specified.....	5,136.32	15,472.17	9,985.85	.....
Leather of all kinds.....	9,715.16	1,235.43	2,638.37	.....
Leather work of all kinds except shoes, which are under the heading: "Wearing apparel".....	2,522.66	1,812.15	.....	1,210.51
<b>Stones:</b>				
Worked, polished, or cut.....	1,673.56	1,112.86	.....	560.70
Precious.....	.....	8,628.90	8,628.90	.....
Divers.....	40.60	31.00	.....	9.60
Undressed feathers (dressed feathers for apparel comes under the head of wearing apparel).....	66.50	98.00	31.50	.....
Fresh and salt fish not in boxes.....	31.22	882.72	851.50	.....
<b>Potteries:</b>				
Earthenware, porcelain.....	27,806.38	35,814.88	8,008.00	.....
Others of various kinds.....	.....	1,303.19	1,303.19	.....
<b>Chemical products:</b>				
Soda.....	1,227.10	509.58	.....	717.52
Others of all kinds.....	2,562.14	4,917.92	2,355.78	.....
Typographical and lithographical products.....	3,608.99	2,126.67	.....	1,482.32
Crops, provender.....	.....	43.96	43.96	.....
Resin and bitumen not specified.....	167.37	6.86	.....	160.51
<b>Soaps:</b>				
Toilet.....	1,451.24	1,875.73	623.99	.....
Others.....	2,490.03	7,955.85	5,465.82	.....
<b>Sugar stuffs:</b>				
In loaves and candy.....	1,917,955.20	1,619,012.64	.....	298,942.56
Powdered sirup, moist.....	140,887.04	288,266.76	142,879.72	.....
Candies and sweets of all kinds, except biscuits.....	140.21	962.01	821.80	.....
<b>Tobacco:</b>				
Not manufactured.....	1,839.58	58,160.73	51,321.20	.....
Manufactured cigars, cigarettes, tobacco for smoking and snuff.....	84,107.66	10,315.35	.....	73,792.31
<b>Dyes, colors, and varnishes:</b>				
Henna.....	61.74	.....	.....	61.74
Indigo.....	61,046.86	60,151.35	.....	895.51
Crimson.....	2,527.77	4,092.06	1,564.29	.....
All others.....	14,334.06	10,764.87	.....	3,579.19

TABLE B.—Imports into Persia—Continued.

Merchandise.	Value during 6 months March to September—		Increase.	Decrease.
	1900.	1901.		
Textile fabrics and their compounds:				
Raw, including—				
Raw cotton, spun and unspun .....	\$88.55	\$10,970.68		
Raw wool.....	27,477.66	10,781.54		\$16,696.12
Raw silk, silk wadding.....	576.80	2,876.30	\$2,299.50	
All others.....	188.40	261.31	77.91	
Tissues—				
Hemp and flax .....	38,383.84	14,608.96		18,776.10
Cotton—				
Unbleached or bleached .....	742,572.95	1,501,371.28	759,298.33	
All others.....	1,105,345.15	2,197,217.26	1,091,872.11	
Wool—				
Carpets .....	3,837.19	3,051.50		785.89
Kerman shawls.....				
All others.....	214,914.21	437,375.54		
Silk—				
Carpets .....		42.00	42.00	
All others.....	107,492.97	150,319.89	72,827.82	
Not specified .....	2,345.83	9,740.15	7,399.35	
Laces of all kinds.....	171.50	410.90	239.40	
Fashioned materials not under category of garments.....	748.30	11,101.44	10,353.14	
Teas .....	198,322.71	400,467.83	207,145.12	
Glassware:				
Table glass of all kinds .....	82,809.44	105,252.42	22,442.98	
Window glass.....	10,094.84	13,204.94	3,110.10	2,515.52
Mirrors, framed and unframed.....	8,256.98	5,541.41		
Vegetables and vegetable substances not specified .....	1,577.10	1,958.95	381.85	
Vehicles of all kinds, including velocipedes, automobiles, etc.....	9,698.11	51,199.38	47,506.27	
Total.....	7,587,281.08	9,578,712.68	3,316,379.92	1,329,948.27

## TRADE OF THE PERSIAN GULF FOR THE YEAR 1901.

The foregoing tables refer to the total trade of Persia, but the trade of the Persian Gulf deserves especial attention, as it alone is open to American competition. I present below two tables (C and D) giving the values of the exports and imports in the Persian Gulf, and two other tables (E and F) giving the values of the same divided according to countries. From Table F, it will be seen that the total of the imports from America into Persia was \$3,080.49 in 1900 and \$7,679.33 in 1901. This total is very small, but the increase is about 118 per cent. I may state that these figures do not do sufficient justice to American trade, as many articles are brought to Persia from England without giving credit for their American origin. Referring to Table E, we see that the total value of exports from Persia to our country is placed at \$194.66. This might be the value of four or five Persian carpets. The table gives as nearly as possible the declared exports from the ports of the Persian Gulf, but nearly all the merchandise which ultimately reaches the United States is first taken to England or Turkey, and so in these tables, the figures in regard to American trade are buried under other headings. At present, I know of no means of obtaining accurate figures of trade between the United States and Persia. From Tables C and D, an American merchant may obtain accurate information as to what class of goods are imported and exported in the Persian Gulf ports. This market is open to his competition, and in the absence of direct steamship communication, he can ship his goods to England and transship there for the Persian Gulf.

Regular lines of steamships sail from London, and current freight rates can be readily obtained. As nearly as I can calculate from present rates, the sea freight from New York to Bushire is about 33 cents a cubic foot. In 1901, the imports into Persia by the Persian Gulf alone amounted to \$12,578,093.17. To obtain a share of this would seem to be well worth considerable effort.

TABLE C.—*Value of principal articles imported into the ports of the Persian Gulf during the years 1900 and 1901.*

Articles.	1900.	1901.
Animals .....	\$18,142.81	\$19,514.66
Apparel (wearing) .....	26,663.55	50,124.95
Arms and ammunition .....	15,957.27	5,669.47
Books and printed matter .....	44,937.26	45,982.95
Building materials .....	10,020.12	16,352.44
Candles .....	37,569.88	54,791.92
Canvas .....	18,586.49	19,193.47
Cattle .....	34,951.20	30,722.47
Coffee .....	188,671.43	248,522.42
Coir and coir rope .....	35,262.12	43,233.42
Cotton piece goods .....	339,664.97	4,043,874.23
Cotton (raw) .....	20,705.95	17,942.75
Yarn and twist .....	250,142.96	461,315.00
Dates .....	218,523.71	180,542.94
Date juice .....	3,990.26	4,175.45
Drugs and medicines .....	73,853.35	101,753.64
Indigo .....	48,651.51	185,573.24
Other dyes .....	25,480.99	19,655.79
Earthenware (pottery) .....	7,474.94	6,986.02
Fruits and vegetables .....	25,646.45	26,602.88
Fuel .....	92,838.87	124,206.07
Furniture .....	25,636.72	50,543.33
Glass and glassware .....	52,834.92	90,677.49
Gold lace and thread .....	43,698.67	35,077.64
Grain and pulse .....	1,637,489.65	1,556,486.76
Haberdashery .....	27,627.12	24,132.97
Hardware and cutlery .....	75,791.40	140,281.72
Hides and skins .....	6,555.17	6,633.30
Jute and manufactures .....	61,200.57	30,099.30
Lamps and lampware .....	7,217.01	7,732.34
Leather and manufactures .....	32,673.78	35,865.10
Liquors, wines, and spirits .....	29,184.40	36,222.16
Matches .....	47,677.96	60,743.45
Mats and mat bags .....	28,890.17	33,359.85
Metals .....	277,575.42	260,168.95
Oils .....	101,505.85	100,575.05
Pearls .....	1,188,759.42	1,683,338.76
Perfumery .....	20,522.03	21,548.82
Porcelain and chinaware .....	65,790.21	48,973.22
Provisions and oilmen's stores .....	257,500.11	327,403.62
Salt .....	10,729.38	10,633.66
Seeds .....	11,362.27	4,330.26
Shells (mother-of-pearl) .....	86,974.66	95,287.46
Silk, raw .....	22,804.41	21,345.08
Silk (manufactures of) .....	132,417.46	301,475.52
Silverware and jewelry .....	67,746.54	24,197.94
Oils .....	26,921.47	17,495.06
Opium .....	1,674,112.01	1,649,137.65
Pearls .....	3,540,020.82	5,242,393.23
Perfumery .....	30,517.82	37,989.20
Provisions .....	108,067.06	134,793.78
Salt .....	3,912.66	6,253.45
Seeds .....	21,787.32	38,713.00
Shark's fins .....	4,321.45	6,861.76
Shells (mother-of-pearl) .....	123,550.70	128,514.58
Silk (raw) .....	24,497.86	6,063.65
Silk (manufactures of) .....	20,195.97	14,472.97
Spices .....	28,001.84	30,888.34
Tallow .....	10,365.64	5,920.66
Timber and wood .....	12,875.50	11,302.64
Tobacco .....	137,113.63	159,298.01
Wool .....	48,051.82	48,051.82
Woolen goods .....	374,997.89	374,997.89
Specie .....	1,792,755.33	1,792,755.33
Articles not specified above .....	57,337.10	57,337.10
Total .....	13,866,167.55	16,337,667.23

TABLE D.—*Value of principal articles exported from the ports of the Persian Gulf during the years 1900 and 1901.*

Articles.	1900.	1901.
Animals .....	\$23,475.99	\$31,140.78
Arms and ammunition .....	691.04	3,221.62
Canvas (sail cloth) .....	30,342.62	32,445.45
Cattle .....	7,932.39	8,754.88
Coffee .....	74,729.97	82,579.68
Coir and coir rope .....	3,134.02	1,893.06
Cotton piece goods .....	283,728.78	245,720.93
Cotton (raw) .....	174,129.85	65,751.29
Yarn and twist .....	7,971.32	6,923.89
Dates .....	185,853.21	92,259.10
Date juice .....	4,340.92	4,754.57
Drugs and medicines .....	45,984.89	59,502.60
Dyeing and coloring material .....	17,315.00	20,535.49
Fruits and vegetables .....	416,333.94	394,921.60
Fuel .....	1,411.29	495.90
Grain and pulse .....	77,970.50	861,522.55
Gum .....	385,214.31	337,457.70
Hardware and cutlery .....	10,887.69	9,319.34
Hides and skins .....	40,679.07	126,027.75
Jewelry .....	1,849.27	3,893.20
Jute and manufactures .....	8,964.09	10,643.03
Mats and mat bags .....	1,479.41	1,615.67
Metals .....	12,284.88	10,312.11
Oils .....	26,921.47	17,495.06
Opium .....	1,674,112.01	1,649,137.65
Pearls .....	3,540,020.82	5,242,393.23
Perfumery .....	80,517.82	87,988.20
Provisions .....	103,087.06	134,793.78
Salt .....	3,912.66	6,253.45
Seeds .....	21,787.32	33,713.00
Shark's fins .....	4,321.45	6,861.76
Shells (mother-of-pearl) .....	123,550.70	123,514.58
Silk (raw) .....	24,497.86	6,063.65
Silk (manufactures of) .....	20,196.97	14,472.97
Spices .....	28,001.84	30,863.34
Tallow .....	10,365.64	5,990.66
Timber and wood .....	12,375.50	11,302.64
Tobacco .....	137,113.63	159,298.01
Wool .....	48,051.82	43,051.82
Woolen goods .....	374,997.89	374,997.89
Specie .....	1,792,755.33	1,792,755.33
Articles not specified above .....	57,837.10	57,837.10
Total .....	9,753,478.05	11,664,176.20

TABLE E.—*Value of exports from the ports of the Persian Gulf to principal countries during the years 1900 and 1901.*

Articles.	1900.	1901.
United Kingdom .....	\$797,623.91	\$579,711.64
India .....	3,626,233.54	4,952,544.85
France .....	37,296.85	4,447.99
Germany .....	71,766.27	58,500.19
America .....	2,268.05	194.66
Turkey .....	935,205.03	145,037.36
Egypt .....	14,480.53	173,227.93
China .....	1,550,520.43	2,409,886.89
Russia .....	.....	472.05
Malta .....	695.90	2,262.65
Cyprus .....	3,158.35	2,136.39
Belgium .....	452.68	5,995.52
Japan .....	3,158.35	.....
Australia .....	3,353.01	.....
Arabia .....	97.33	126.52
Turkish Arabia .....	.....	7,800.99
Muscat .....	3,552.54	137,081.17
Zanzibar .....	140,057.87	970,880.69
Bahrein .....	131,890.69	3,669.50
Arab coast .....	997,712.35	1,205,809.26
Persian ports .....	1,685,994.05	2,041,872.83
Total .....	10,006,597.73	12,701,159.08



TABLE F.—*Value of imports into the ports of the Persian Gulf from principal countries during the years 1900 and 1901.*

Articles.	1900.	1901.
United Kingdom .....	\$3, 885, 356. 78	\$516, 396. 41
India .....	2, 036, 968. 99	6, 310, 872. 33
France .....	582, 556. 44	848, 210. 08
Germany .....	112, 310. 62	103, 855. 97
Austria-Hungary .....	121, 398. 78	121, 950. 17
America .....	3, 080. 49	7, 679. 33
Russia .....	2, 783. 63	60, 081. 80
Turkey .....	608, 857. 55	963, 424. 95
Egypt .....	2, 573. 84	12, 492. 30
China .....	174, 804. 68	1, 735. 39
Belgium .....	14, 828. 22	17, 641. 06
Holland .....		2, 485. 78
Japan .....	2, 066. 89	13, 106. 95
Italy .....	8, 991. 07	
Java .....	38, 051. 16	57, 054. 04
Mauritius .....	17, 344. 20	
Penang .....	7, 221. 88	1, 506. 21
Canary Islands .....	2, 099. 96	97. 33
Sweden .....	1, 328. 55	1, 703. 27
Switzerland .....	38. 73	102. 19
Arabia .....	2, 404. 06	2, 699. 24
Turkish Arabia .....	272. 52	3, 160. 55
Afghanistan .....		19. 46
Muscat .....	221, 265. 15	32, 199. 49
British East Africa .....		5, 413. 74
Zanzibar .....	2, 413. 78	24, 199. 10
Bahrain .....	36, 576. 61	59, 909. 58
Arab coast .....	142, 183. 69	1, 347, 241. 38
Persian ports .....	2, 091, 847. 12	2, 082, 864. 47
Total .....	9, 063, 625. 39	12, 578, 093. 17

## TRADE ROUTES.

The problem of obtaining a foothold for American commerce in Persia is difficult, but by no means unsolvable. The first and most important question is to decide upon the quickest and shortest route by which American goods can be introduced into Persia. Russia, by reason of its propinquity, has a practical monopoly of trade with northern Persia, and Great Britain and India have a similar monopoly in the south. Isphahan, in the center of Persia, may be said to be disputed territory, where the two spheres of influence meet. It is practically impossible for American trade to approach Persia from the north, as Russia, with its prohibitive transit duties, forms an impenetrable barrier. An American merchant should not attempt to ship goods to Persia by way of Batum, Baku, and the Caspian Sea. Let him consider that route closed for imports into Persia. It is a possible route for exports, as the Russians are indifferent about Persian exports crossing Russia and levy a tax of about 1 per cent only. The Persian Gulf offers the only practical place of entry for American merchandise, and it is in this direction we must turn our special attention.

There are three principal ports on the Persian Gulf through which trade may enter Persia, to wit: Bushire, Mohammerah, and Bassorah (Turkey). Bushire is the largest and most frequented port and offers the facilities of an established route. It has been so often described in previous commercial reports that there is little or nothing to add, except that the rates of mule hire have been increasing of late, and as Bushire is the most distant port from Teheran, the advisability of finding a shorter and cheaper route to the capital is becoming more

and more apparent. It is with this in mind that I wish to call attention more especially to the ports of Mohammerah and Bassorah.

Mohammerah is the terminus of the trade route of the Karun River, which the British Government has made great efforts to develop in recent years. Bassorah is the Turkish port at the mouth of the joint Tigris and Euphrates rivers. Excellent river steamers, belonging to the English Lynch Company, run from there up the Tigris River to Bagdad, taking about four days to go up the river and two days to run down with the current. The same company has steamers running from Mohammerah up the Karun River to Ahwaz and Schuster, taking but one day to make the river journey. Both Ahwaz and Bagdad are so much nearer Teheran than is Bushire that they offer advantages which are well worth the consideration of all merchants.

The Karun River route is one of interesting possibilities. It was opened for trade in 1889, but I am not aware that, up to the present time, any official report has been made as to its success or failure. As information concerning it was almost impossible to obtain, I determined last spring to go over the road myself. My intention was to go from Ispahan to Ahwaz on horseback, thence by river steamer to Bagdad, and from Bagdad to Teheran again on horseback, thus seeing both the Karun and the Bagdad routes. I partially carried out my intended journey, but owing to quarantine in Turkey was unable to enter that country. I rode from here to Ispahan, and then followed the Karun River road for four or five days. Instead of entering Turkey, I turned north and joined the Bagdad route at Hamadan, thus seeing a good part of both roads, and gathering a certain amount of information which I desired. Later, I made another journey, and traveled due north from Teheran to the Caspian Sea, visiting the rich and fertile Province of Mazandaran. The two journeys covered about 1,400 miles, and took me through a large portion of the interesting parts of Persia.

I found that but little commerce has gone over the Karun River road up to the present, and this failure may be attributed largely to two fallacious ideas which exist concerning this route. It is currently reported that the route is unsafe, owing to robbers, and that it is impossible to obtain muleteers who will travel by it. Both rumors I found to be untrue. The road passes through a district inhabited by the Baktiari tribes, and the chiefs of these tribes guarantee the safety of the road and maintain it vigorously. They receive an annual payment for so doing, and this is more profitable than highway robbery. A few years ago, this country was impassable, but the tribes have been for some years in a peaceful state, and they are now ruled with an iron hand by their own chiefs. I traveled for four days along a wild part of the road, and although little can be said of it as a road, it is perfectly safe and easily passable for mules. In regard to the other difficulty, I can only say that when in Ispahan, I received a great many applications from muleteers to be allowed to take me. Such, I find, has been the experience of several others since that time. The advantages of this route over the Bushire route are best seen by a glance at a map. Mules take from fourteen to eighteen days to do the journey from Ahwaz to Ispahan, a little over 200 miles. The distance from Bushire to Ispahan is about 500 miles, and it takes from thirty to thirty-five days. A comparison of freight rates shows

a considerable saving by the Karun route. To illustrate this, I can not do better than present certain figures courteously furnished me by Mr. W. King Wood, of the Indian telegraph service. It has obtained a franchise to build a telegraph line from Teheran to India, by an overland route through southeastern Persia and Beluchistan. To build this line, a large quantity of materials had to be brought from England to Ispahan. The various routes were carefully considered, and it was decided to use the Karun River route, as the cheapest. The following are the figures deduced from their various shipments:

Bushire to Ispahan (overland route), freight, 240 krans (\$17) per 650 pounds; Bushire to Ispahan (via Karun River), sea freight (Bushire to Ahwaz), 13 krans (\$0.92) per 650 pounds; mule hire (Ahwaz to Ispahan), 168 krans (\$11.93) per 650 pounds; total, Bushire to Ispahan, via Karun River, 181 krans (\$12.85) per 650 pounds; approximate saving by Karun River, 59 krans.

Fifty-nine krans is about equivalent to \$5.36, which is a very considerable saving on each 650 pounds. The telegraph company brought 157 tons of freight, and saved \$2,682 by choosing the Karun route.

In regard to the difficulty of getting mules to travel this route, I may add that the telegraph company used 1,100 mules, and had no difficulty whatever in obtaining them.

I am requested to state that Mr. P. P. ter Meulen, Russian consular agent at Ahwaz, will be glad to act as agent for, and desires to enter into communication with, American firms desiring to use the Karun River route. This gentleman has exhibited considerable activity in endeavoring to introduce American goods into Persia.

While the Karun route is still in nothing more than an experimental stage, the representative of one of the most important British houses informed me a few days ago that his company will try this route next spring, much as it would prefer to continue using the Bushire road, where all the facilities for doing business have been established for years. It would seem that American merchants entering newly on the field, without any ties or preferences, would obtain a considerable advantage by using the Karun route from the start. A saving of \$15 a ton would make a great difference.

The trade route to Teheran via Bassorah and Bagdad has been open for some years, but it appears to have found but little favor among the foreign merchants. In fact, I am informed that there is but one foreign firm in Teheran which uses this route with any regularity or to any considerable extent. I have been told that, taking the freight rates via Bagdad for the year round, there is a saving of 10 cents a ton over the Bushire road. It appears that the advantages of this route are more apparent than real. The river steamers of Lynch & Co. on the Tigris River ordinarily take four to six days to go up the river against the current and two days to descend, but if the water of the Tigris happens to be low, a steamer is liable to spend some days stuck on a sand bar. As I was prevented from making this journey, I do not speak from personal knowledge, but simply report the opinions current among merchants here. The road from Bagdad to Teheran via Kermanshah and Hamadan is passable to mules, camels, and even wagons. For this reason, it possesses certain advantages over the Bushire road for merchandise such as machinery, pipe, carriages, etc., which may be either bulky or heavy. It will be remembered that even camels can

go only as far south as Shiraz on the Bushire road. I know of several American carriages which have been brought to Teheran as freight by this road. At the present moment, I know of orders for seven carriages which are being executed in America. As there seems to be a promising outlook for American carriages in Persia, I give the cost of getting a carriage to Teheran. The sea freight to Bushire or Bassorah is about 33 cents per cubic foot. The river carriage from Bassorah to Bagdad on the carriage to which I refer was \$10.40, or at the rate of \$6.36 per shipping ton of 40 cubic feet. The carriage was carried from Bagdad to Hamadan for \$30.80 (an excessive rate, owing to the awkward bulk). The owner drove the carriage from Hamadan. The freight on this carriage from America may be summed up as follows:

New York to Bassorah.....	\$56.78
River freight to Bagdad.....	10.40
Bagdad to Hamadan.....	30.80
Hamadan to Teheran (estimated) .....	12.02

Total freight (United States to Teheran).....	110.00
Cost of carriage in United States (about).....	127.00

Total cost of carriage in Teheran ..... \$227.00

This carriage was recently sold in Teheran for \$400, which I consider a reasonable price, according to what carriages of even such cheap make bring on the market here. It will be seen from these figures that there is a wide margin of profit on American carriages in Teheran. The vehicle in question is what is called a "surrey."

The freight rate by mule from Bagdad to Teheran as quoted to-day (November 15, 1902) is at the rate of \$74 per gross ton. A disadvantage of the Bagdad route which must be considered is the scarcity of mules at certain seasons of the year, and on this account mule hire varies greatly. I can only give the rate for to-day, and so it is obviously impossible for me to give American merchants an approximation of the freight they will be obliged to pay.

There is a carriage road from Teheran to Resht on the Caspian Sea, and, while this highroad greatly facilitates the introduction of Russian goods into northern Persia, it has little interest for American merchants, owing to the before-mentioned prohibitive transit duties in Russia. I have therefore not included it in my discussion of the trade routes of Persia.

I present the following table as a summary of the situation in regard to the three great trade routes leading from the Persian Gulf to Teheran:

*Trade routes, Persian Gulf to Teheran.*

Teheran to—	Distance.	Time of transport.	Rate per ton.
	<i>Miles.</i>	<i>Days.</i>	
Bushire.....	768	80	\$90
Bagdad.....	556	35	74
Ahwaz.....	500	45	75

During the period from September to the end of April in each year, the transport by mule and camel is much quicker than in the summer

months. This is owing to the fact that, in summer, when grass is plentiful, the caravans stop for some days to graze the animals at every convenient place en route.

#### POSSIBILITIES OF AMERICAN TRADE.

However difficult it may be for the merchants of the United States to obtain a large share of Persian trade, there can be but little doubt that in a great many special articles, they are able to undersell all competitors in Persia. There are many manufactures which are produced almost exclusively in America, whether through superior economic conditions or whether covered by patents. America is the country of novelties and the Persian loves a novelty above all things. This taste extends not only to the most useful inventions, but to the most childish toy as well. It seems to me that it is along the line of articles especially American that American trade must make its real start in Persia. A share of the trade in the great staples may be hoped for later. From my own personal observation, I have made out the following list of articles which have an especially good chance of finding a ready market in Persia: Agricultural implements, pumps, electrical appliances of a simple nature, stoves (both for petroleum and coal), sewing machines, shoes, canned goods, leather (harness, saddlery, etc.), phonographs, toys, drugs, clocks and watches, wall paper, safes, stationery, cotton goods, hardware (locks, bolts, padlocks, window fasteners, hunting knives, penknives, etc., the foreign padlocks sold in Persia to-day are almost exclusively American), carriages (see other reference in this report), glassware, crockery, cigarettes.

It should always be borne in mind that the means of transport in Persia are mules and camels. All merchandise should be packed with great care and the weight and bulk of cases limited. A camel can carry two cases of 350 pounds each, and a mule carries two cases of 300 pounds each. The loading and unloading each day renders careful packing a necessity. The demand for glassware and crockery in Persia is enormous, but the breakage is so great that this trade is considered a risky one. Yet the Persians are willing to pay such high prices for these lines, and for glass and china ornaments, that a venture in this direction is very tempting.

The principal difficulty in the way of Americans desiring to enter the Persian trade is in the want of direct steamship communication between the United States and the Persian Gulf. The necessary transshipment is a heavy burden to trade. Another difficulty lies in the dearth of reliable agents in Persia. Native agents are to be had, but they are not familiar with our business methods. The foreigners resident in Persia are for the most part already representing British, Austrian, Belgian, or German firms, and they do not view with any favor the prospect of an "American invasion." The most essential thing is that several American houses should combine to establish an American agency in Teheran, with subagents at Ispahan, Bushire, etc. If a permanent agency is too difficult at present, a tentative effort might be made by a combination of merchants sending an enterprising commercial traveler with samples to Teheran, and I am convinced that the results would be excellent and the reward ample. The retailers in Teheran tell me that only as a last resort will they buy from catalogues. This legation distributes hundreds of catalogues,

with an infinitesimal result. There are several directions in which American enterprise might exert itself in Persia, to the great benefit of all concerned. For instance, the water supply is always a serious question, and there is a crying need for artesian wells. Teheran is dependent on water brought by private enterprise in expensive tunnels, running from the neighboring mountains several miles away, to the city. A man who could successfully introduce artesian wells would be assured of a fortune. An attempt was made by Americans nine years ago, but their capital gave out and they abandoned the attempt, after digging a hole only 530 feet deep. It was expected that water would be found at 800 or a thousand feet, but the machinery brought from America was too weak to perform even this task. This attempt is therefore no criterion of what might be accomplished with modern powerful machinery and competent management.

Persia is an undeveloped land, which offers rare opportunities of exploitation. Americans with energy and capital to expend might find it well to turn their attention this way.

In bringing this report to its conclusion, I wish to state that I have made liberal use of the report for 1902, of Lieut. Col. C. A. Kemball, British consul-general at Bushire, and of statistics collected for the London Times by Mr. Valentine Chirol. I am indebted to Mr. Fernand Lavers, acting director-general of the Persian customs, who courteously furnished me certain of the figures contained herein. As far as I know, his bureau is the only one in the Persian Government which makes a well-directed effort to collect reliable statistics along the lines pursued by the governments of other countries. Yet, even so, while an undoubted improvement in this direction has been effected, it can not be pretended that the figures presented do more than approach accuracy.

L. C. GRISCOM, *Minister.*

TEHERAN, *November 15, 1902.*

## RUSSIA IN ASIA.

### TRADE CONDITIONS IN THE MARITIME PROVINCES.

Commercial Agent R. T. Greener sends from Vladivostock translation of a memorial of the statistical committee of the Maritime and Amoor provinces, addressed to the ministry of finance, as follows:

The Russian Imperial Government has invested over 300,000,000 rubles (\$154,500,000) in the Littoral region. In days past, this region was regarded as the base of Russia's colonization and industry and as an outlet for Siberia to the Pacific Ocean. Doubtless the Government thought it possible to obtain reimbursement for its many expenditures by taxing foreign goods with customs duties. This opinion has thus far proved erroneous.

When new foreign ports were opened at Port Arthur and Dalny, some of the trade going into these ports changed to a certain extent the current of commercial life in the maritime province, and involved a decrease of trade for this region. When these ports were opened and the full European tariff was imposed upon Siberia, matters changed from bad to worse. This was due to the heavy duties, numerous custom-house regulations, and insufficient warehouses. Custom-house detentions spoiled our merchants' credit in the large markets of the world. It also affected mercantile insurance, since these companies refused to insure goods detained at the customs. These vexatious regulations caused the transit trade at this port to be transferred to Port Arthur and Dalny, where no customs guarantees are demanded.

While the European tariff prevails here, our Manchurian and Korean borders are entirely unprotected. There is an open door for all contraband trade, which is ruin-

ing legitimate business. Certificates of origin are demanded for Russian goods brought from Odessa; often these certificates are not readily obtained, and duty has to be paid on Russian goods brought from the Black Sea ports. On May 1, 1902, there comes into effect the new law prohibiting foreigners from trading between Russian ports. The permits for foreigners to trade between the Black Sea, Baltic and Far East ports will be canceled. Russian ships suitable for the trade to and from the Far East are not numerous, therefore freights will run up and transportation rates must increase. The new law will cause a rise in the price of coal at Vladivostock, and will make the importation of timber, fish, furs, etc., more expensive.

We earnestly recommend, as measures to improve trade conditions and assist the industries of the maritime district, that—

1. The number of custom-house officials shall be increased largely. [This has been done.]
2. Warehouses must be built, and those existing vastly improved, to answer the conditions of local trade.
3. A new harbor should be made and set apart for goods in transit, to save delay. [Under consideration.]
4. Permission should be granted foreigners to trade between Russian ports for another five years. [This time has been extended for twelve months; the five years' extension is under consideration, but is not likely to be approved.]
5. More publicity should be given to new customs regulations, and these should not be enforced until after the third publication.
6. Certificates of origin for Russian goods should not be required; a custom-house stamp on bill of lading by the exporting custom-house would be sufficient to prove the origin of goods when the bills of lading are verified by the manifests.
7. Chinese and Koreans should be relieved from producing custom-house documents for necessary food articles.
8. When ascertaining the origin of goods, special experts should be employed.
9. Okhotsk-Kamchatka voyages ought to be recognized as interior trade. Ships on these lines ought to be permitted to load and discharge without customs supervision. Vessels touching the ports of Bering and Okhotsk Sea should be relieved from producing certificates of origin; the master's certificate should be sufficient; nor should bills of lading be required for goods of known Russian origin, as salt fish, and caviar, sea animals, furs, mammoth and walrus bones, deer skins, and berries.
10. A special committee should be appointed to decide disputes without having to apply to the custom-house department at St. Petersburg.

Other measures suggested by the committee were:

1. *To improve Russian navigation.*—Special steamers to carry coal, timber, etc.; also sailing vessels of American design with steam-propeller appliances.
2. *To encourage Russian home trade.*—The issuance of loans on Russian-built ships; also premiums of 1 ruble (50 cents) for each nautical mile made between Russian ports. Foreigners should be taken as crew on ships flying the Russian flag.

#### NEW CUSTOMS REGULATIONS AT VLADIVOSTOCK.

Mr. Greener says:

In order to simplify the many formalities of the local custom-house in transportation of merchandise from European Russia and from the northern ports of Siberia, the minister of finance has issued the following regulations:

1. Goods arriving from ports in European Russia upon discharge are verified by the documents issued by the custom-house at the point of export, so far as the number of packages, marks, and numbers are concerned. All packages are cleared (duty free) which have the required leaden custom-house seals and wrappings intact, or which arrive in sealed ships' holds. Packages bearing no custom-house seals are cleared only after verification with samples received from the exporting custom-house. Packages with broken seals or wrappings damaged are opened and contents verified with invoices or declarations. The goods are cleared (duty free) only when the numbers and quality correspond with documents. Likewise goods liable to duty but provided with leaden seals or proper seals from the Russian factories of origin. All else are considered contraband.

2. Goods are cleared duty free when brought from the northern ports of Siberia, by steamers, to Nikolaeysk or Vladivostock, and are native products, as fish (fresh, salted, and smoked); also, when salted in casks, spawn, skins of sea animals, deer,

furs, mammoths and walrus' bones, products of fisheries, and hunting goods manufactured from deer skins, berries, etc., provided a master's declaration of place of loading is presented, with the name of the receiver and owner of the goods, total number of packages belonging to each, contents of same, numbers and marks, if any.

*Remark.*—For valuable furs, as seals and sea otters, the master must have a certificate from the local officials certifying to the origin of the goods.

3. All packages mentioned above are cleared duty free by the customs if, on verification of some of them in presence of the receiver, the contents prove to be similar to the general description in the master's declaration, or if they are proved to be of Russian origin and from Russian ports.

To prevent detention of merchandise at the Stretensk custom-house, the assistant minister of finance has consented to allow the customs at Vladivostock to issue special certificates on goods, upon which duties have been paid, for free transit through all Russian custom-houses. These certificates will continue in force for two years from date of issue, according to the law of May 15, 1901.

Later regulations of the Vladivostock custom-house provide:

1. The customs officer in charge must go to the guard ship, receive immediate declaration from the master, and perform other necessary custom-house formalities.

2. To hasten the unloading of goods, the customs officer, after receiving the master's declaration, verifies it by bills of lading, and makes a brief report. All bills of lading received from the master, with the report, must be sent immediately to the custom-house in a sealed envelope or bag.

3. In the cargo report the particulars of weight are omitted to avoid detention.

4. Numbers of the bill of lading must not be omitted in the cargo report.

5. In special cases it is permitted to discharge goods before the cargo report is written out, provided the receiver of the cargo presents to the custom-house a duplicate of bill of lading, verified by the officer, forwarded with the master's declaration, if this does not delay the discharging of other goods.

6. Goods liable to spoil, such as fruits and vegetables, if imported on Sunday or holiday, shall be examined without declaration by receiver.

7. The custom-house may permit the discharging of vessel before the cargo list is completed, provided the vessel lies alongside the wharf and the cargo is conveyed direct to the storage place, and if there is plenty of room on the quay to examine, verify, and assort goods.

8. Cargoes free of duty, imported without coverings, are examined in accordance with the cargo documents.

9. When sending goods via Vladivostock by rail through Manchuria into the interior of the Empire, the following regulations must be observed:

(a) Persons in charge of the cargo must make a declaration in the custom-house stating all particulars of goods; the declarations are compared by the official of the custom-house with the original bill of lading.

(b) When the cars are ready, the official of the custom-house in charge must inspect them and see that they comply with all regulations for conveying goods upon which customs duty has not yet been paid.

(c) Goods delivered from the warehouses must be compared with declarations in article (a).

(d) When filled, the cars are locked with the custom-house locks and the custom-house prepares documents concerning the transportation of the goods.

10. If the person in charge of the cargo desires direct transportation of goods imported by vessels via rail into Manchuria, the custom-house allows the direct loading of packages from the vessel into the cars.

11. Cargoes for Nicolaefsk, Sakhalin, or some other northern port which can not be forwarded at once, are received by the custom-house on storage without inspection. If the goods are not taken away in due time, or if the receiver chooses to pay duties on goods or sends them to Manchuria or other regions in the Empire, the custom-house has to act according to articles 40, 47, 49, May 15, 1901.

12. At the request of the board of trade committee, the custom-house must certify the invoices of goods, stating that they are sent from Vladivostock.

13. Foreign goods (not Chinese)<sup>a</sup> liable to duty, not bearing any seals or stamps of the custom-house, can be exported to Zabaikal Province and to Irkutsk, if they are provided with customs pass certificates.

<sup>a</sup> All goods of Chinese origin, by order of the minister of finance, are now admitted free of duty into the Maritime Province.



14. Foreign goods not liable to stamp, without evident proof of being contraband, are not detained, neither is the duty charged a second time when they are transported to the regions of Ussuri, Amur, or Maritime Province.

15. Postal parcels sent from Vladivostock to the interior of the Empire (Trans-Baikal) may for the public convenience be examined by the Vladivostock custom-house, which must ascertain whether the duty was paid on them according to the general tariff, or they were imported free according to the Priamursk tariff. After the examination, the custom-house annexes leads or seals and issues a certificate. If the sender pays duty according to the general tariff, he must pay it at the Vladivostock custom-house.

16. Goods belonging to the different Government departments reimported from Port Arthur or Manchuria are passed according to article 5, section 120, Law of May 15, 1901.

17. When pood taxes are deposited direct into the custom-house, according to the invoices, the custom-house must always issue a special receipt therefor.

18. To avoid a second examination of baggage of passengers going into the interior of Russia, the examination of such articles may be performed by the Vladivostock custom-house, the latter issuing a "pass certificate."

19. Money imported by steamers for the Russo-Chinese Bank and other officials must be examined in presence of their representatives.

*Crop report in South Ussuri district for 1901.*

Name of district.	Male and female population.	Quantity of acres sown.	How much sown land per—		Spring corn and wheat.	Quantity of grain in bushels.					Potatoes in poods.
			Family.	Male person.		Oats.	Barley.	Buck-wheat.	French corn.	Total.	
Tanchihinsk ..	4,878	3,662	5.26	1.48	.....	23,086	684	42,217	57,934	123,821	44,658
Ademinsk .....	3,873	2,778	4.79	1.38	.....	35,598	470	27,018	38,942	102,028	25,923
Razdolninsk ..	1,984	2,240	4.41	2.02	.....	69,278	2,152	4,576	46,416	126,159	43,033
Suifoonisk .....	3,913	3,498	5.50	1.72	.....	66,580	140,374	3,265	4,502	218,016	36,232
Borisovsk .....	4,823	5,013	5.89	2.30	.....	66,392	111,352	12,158	43,256	235,906	82,214
Pokrovsk .....	3,921	5,311	8.73	2.53	.....	107,180	103,104	13,052	10,292	17,803	251,431
Michailovsk ..	4,014	4,435	6.85	2.90	.....	60,608	139,112	5,266	19,109	3,370	227,465
Osinovsk .....	3,042	3,836	8.77	2.48	.....	64,038	93,813	10,984	13,859	1,805	184,498
Tvanovsk .....	5,497	5,455	6.30	1.90	.....	91,784	103,796	12,737	16,229	11,983	236,528
Grigorevsk .....	6,673	9,049	8.96	2.25	.....	151,670	187,951	27,533	41,754	7,029	415,937
Hankaik .....	6,689	7,137	7.43	2.60	.....	129,281	174,409	11,510	30,018	6,891	352,109
Tchernigovsk ..	6,318	8,264	8.10	2.46	.....	162,022	125,940	23,393	32,275	5,971	349,601
Spask .....	6,645	8,459	7.30	2.48	.....	169,004	126,335	42,205	30,003	6,109	373,656
Zenkovsk .....	5,527	3,871	4.85	1.39	.....	95,093	47,509	23,999	14,049	2,878	183,528
Olginsk department .....	649	945	7.32	2.67	.....	10,292	15,573	338	1,670	908	28,776
Uspensk .....	10,388	3,102	2.15	0.56	.....	78,645	49,338	7,515	16,573	2,281	154,352
Tsemoohinsk ..	4,540	3,560	5.29	1.51	.....	63,277	57,519	9,723	8,359	14,649	153,527
Sutchansk .....	4,711	3,225	3.99	1.32	.....	51,243	77,618	4,784	6,921	2,552	143,118
Total .....	89,126	83,860	6.00	0.90	1,368,846	1,681,704	211,768	251,729	275,274	3,860,456	918,491

• Beans and maize.

*Report of sales of agricultural machines and other articles from the immigrants' store, Vladivostock, 1898-1900.*

Year.	Rublea.	U.S. currency.
1898 .....	8,956	94,613
1899 .....	8,647	4,453
1900 .....	26,470	13,682

## CATTLE.

According to the report of the cattle veterinarians, the total number of cattle yards in the Maritime Province is 5,082, with 22,336 horned cattle, 13,251 horses, 370 donkeys, 573 sheep, and 13,770 hogs.

*Goods imported into Vladivostok from Japan.*

## TOTAL QUANTITY OF GOODS.

Year.	Yen.	U. S. currency.
1898 .....	1,573,817	\$783,760
1899 .....	1,804,522	898,651
1900 .....	1,786,932	889,394

## PRINCIPAL ITEMS, 1900.

Rice .....	339,531	\$169,086
Flour .....	23,288	11,597
Bread .....	37,343	18,597
Fruits and vegetables .....	96,213	47,914
Sauces .....	29,440	14,661
Tea .....	51,586	25,690
Cement .....	8,089	4,008
Coal .....	8,862	4,418
Cotton goods .....	182,006	90,638
Silk goods .....	42,677	21,258
Different cloths .....	179,982	89,631
Crockery .....	21,137	10,526
Glass goods .....	32,829	16,289
Varnished goods .....	19,569	9,745
Metallic goods .....	40,679	20,258
Paper .....	32,941	16,406
Total .....	1,146,121	560,696

*Business of Nikolaevsk (Udski district) and gold mine regions (exclusive of gold-mining operations in 1900).*

Banks and mercantile houses.	Number of Russian houses.	Number of Chinese houses.	Number of Japanese houses.	Total number of houses.	Value of business. <sup>a</sup>
Russian-Chinese Bank .....	1	—	—	1	\$6,000,000
Different stores .....	5	—	3	8	740,000
Wine stores .....	5	—	—	5	150,000
Wine cellars .....	28	—	—	28	190,000
Hotels and tea shops .....	17	—	—	17	56,000
Public houses and bars .....	8	2	—	5	7,400
Eating houses .....	9	3	1	13	10,400
Chemists .....	1	—	—	1	7,000
Different shops .....	47	27	2	76	500,000
Transportation and insurance offices .....	3	—	—	3	25,000
Meat trade .....	3	—	—	3	125,000
Confectioners and bakers .....	2	3	—	5	5,500
Grocery shops .....	70	6	7	83	124,000
Bath houses .....	5	—	—	5	7,000
Market trade .....	1	15	1	17	6,200
Petty trade .....	15	17	1	33	14,000

<sup>a</sup>In round numbers.

*Business of Nikolaefsk (Udski district) and gold mine regions (exclusive of gold-mining operations in 1900)—Continued.*

Enterprises.	Russian.		Chinese.		Japanese.		Total.		Value of business, <i>a</i>
	Houses.	Workmen.	Houses.	Workmen.	Houses.	Workmen.	Houses.	Workmen.	
Workmen's associations.....	3	257	1	200	—	—	4	457	\$35,000
Fishery.....	167	2,975	5	55	102	2,060	274	5,090	8,500,000
Cooper shops.....	35	158	—	—	—	—	35	158	50,000
Carpenter shops.....	1	3	—	—	1	4	3	7	17,000
Carpenters' associations.....	—	—	—	—	1	4	1	4	9,000
Paint shops.....	—	—	—	—	1	3	1	3	400
Bakers.....	17	89	2	7	1	3	20	99	35,000
Brick factories.....	3	30	—	—	—	—	3	30	3,500
Blacksmith shops.....	5	20	1	2	—	—	6	22	6,500
Tailor shops.....	3	10	—	—	1	3	4	13	2,500
Bootmaker shops.....	5	16	—	—	—	—	5	16	2,400
Forest income.....	—	—	—	—	1	15	1	15	2,000
Hairdresser shops.....	—	—	—	—	2	4	2	4	600
Laundries.....	—	—	—	—	4	15	4	15	2,300
Post carriage.....	4	15	—	—	—	—	4	15	4,000
Watchmakers.....	1	1	2	4	—	—	3	5	1,000
Artificial mineral waters.....	1	1	—	—	1	3	2	4	1,100
Photographers.....	—	—	2	4	—	—	2	4	1,000
Printing shops.....	1	6	—	—	—	—	1	6	1,000
Per cent.....	65.7	60	3.5	4.5	30.8	36.5	—	100	—

*a* In round numbers.

#### MOVEMENTS OF SHIPS AT ST. OLGA BAY IN 1901.

During the season of 1901, St. Olga Bay was visited by 4 Russian steamers (man-of-war transports excluded), which made 28 trips (17,848 registered tons), and 1 Russian sailing schooner (75 registered tons); that is, under the Russian flag there were 29 vessels (17,923 registered tons). Under the Japanese flag there were 3 steamers (4,638 registered tons); 16 sailing schooners (1,144 registered tons); total under Japanese flag, 19 vessels (5,782 registered tons); altogether, 48 vessels (23,705 registered tons). Total cargo imported, 40,307 poods (655 tons). This included for Japanese fisheries, 29,993 poods (487 tons), and 10,314 poods (169 tons) for local inhabitants (flour, rice, colonial goods, Government goods, etc.). Passengers arrived, 531; passengers departed, 767. Cargo exported, 196,616 poods (3,197 tons), viz: To Japan, 6,666 poods (108.4 tons), herrings, 42,096 poods (684 tons) salt fish, and sea cabbage, 146,838 poods (2,387 tons); to Russian ports, 1,016 poods (16.5 tons) of poultry, wild beasts, skins, and household goods.

#### HOSPITALS.

In 1900, there were 39 civil hospitals in the Maritime Province. The total number of beds was 501; the number of sick treated during the year was 5,639; the percentage of deaths was 4.7; the expense of maintenance was 279,805 rubles (\$144,100).

## PRICES IN VLADIVOSTOK.

The following list of prices for various commodities was published by the board of trade on September 20, 1902:

Article.	Rubles.	U. S. currency.
Antimony ..... per pood ..	8.00	\$4.12
Roofing iron, black ..... do ..	2.75-8.00	\$1.42-1.55
Kayla ..... 10 pounds ..	5.50	2.83
Kayla ..... 6 pounds ..	5.80	2.99
Manna ..... do ..	4.00	2.06
Iron, bars ..... 20 pounds ..	4.25	2.16
Iron, steel ..... do ..	5.50	2.83
Shovels ..... do ..	4.75	2.44
Flour:		
American ..... per bag ..	2.38	1.23
Soongari, 00 ..... per pood ..	2.00	1.08
Soongari, 0 ..... do ..	1.90	.98
Soongari, red label ..... do ..	1.70	.88
Soongari, black label ..... do ..	1.05	.54
Soap, Yookoff ..... box ..	15.00	7.72
Butter ..... per pood ..	18.00	6.70
Bags, jute:		
50 pood, 1,000 pieces ..... each ..	.30- .32	.15- .16
60 pood, 1,000 pieces ..... do ..	.36- .37	.18- .19
Tobacco, common ..... per box ..	12.00-12.50	6.18- 6.43
Hemp oil, machinery ..... per pood ..	5.50- 5.75	2.88- 2.95
Bran, first class ..... do ..	.48	.24
Linseed oil ..... do ..	6.75	2.95
Rice ..... do ..	1.70	.88
Glass, all sizes ..... per box ..	8.50	4.87
Candles, Neosky factory ..... do ..	21.50	11.07
Salt ..... per pood ..	.45- .50	.25
Russian spirit (rectified) ..... per degree ..	.08	.04
Manchurian tobacco ..... per pood ..	4.75	2.44
Axes, first class ..... per dozen ..	19.00	9.79
Zinc:		
In sheets ..... per pood ..	7.50	3.86
In lumps ..... do ..	6.00	3.09
Novorossisk cement, in large quantities, four months' delivery ..... 6.10- 6.20		3.14- 3.19
Horns of chequer deer, cut and boiled ..... per pound ..	180.00-200.00	92.70-103.00
Pressed sugar:		
For Port Arthur—		
First quality ..... 3.15		1.62
In loaves ..... 3.00		1.55
Same, Vladivostok ..... 6.30		3.24
Loaves ..... 6.20		3.19

a 1 pood = 36.112 pounds.

## GOLD AND COAL IN THE MARITIME PROVINCE.

The number of gold mines and placers worked in 1901 was 32, employing 3,526 miners. The quantity of sand washed was 47,753,818 poods (776,500 tons), yielding some 160 poods (5,778 pounds). There have been fifteen concessions of land made to private individuals during the last eight years. The coal production of the South Ussuri district for 1899, 1900, and 1901 was as follows:

Years.	No. of mines.	Mineral coal produced.		Brown coal.	
		Poods.	Tons.	Poods.	Tons.
1899.....	16	403,250	6,566	476,400	7,746
1900.....	23	552,442	8,982	692,760	11,248
1901.....	21	497,339	8,086	1,576,697	25,627

Quantity of wood cut and wooden material prepared in the forests of the Maritime Province, 1899 and 1900.

Forests.	Vladivostok.	Nikolai.	Habarovsk.	Nikolai.	Olginak.	Posiet.	Sootchan.	Tchernigovsk.	Ostrovnoi.	Nijni-Amurak.	In district.
1899.											
Logs and blocks, number	35,570	27,831	38,321	62,811	7,286	25,088	35,460	53,584	907		286,807
Perches and posts, number	24,802	33,285	5,575	12,792	9,836	55,614	36,700	18,115	4,700		200,418
Planks..... pcs.			3,219	41,450				13,701			1,489
Deals..... No.			734	23,589							734
Beams..... No.					60	372					3,522
Slabs..... No.			700					2,830			3,030
Sieves..... No.			170								170
Sleepers..... No.			18,000					230,853			257,383
Caudex..... No.				200							200
Firewood..... pkgs.	5,191.2	8,334.4	9,917	6,115	1,011	14,064	8,091	1,619.7	163		54,705
Brushwood..... pkgs.	174	1,394.5	10	1	302	462.3	25	70.3			2,430
Stumps and roots, number							8		4		12
Stumps..... No.					40		10,610				10,650
Rims..... prs.		520.5	91					20			631
Slides..... No.		88	15		37			176			311
Sleighs..... No.		109	33	10	25						17.8
Bows..... No.		62									62
Shafts..... prs.		500.5	190	522	5			100			1,437
Bands..... No.		2,620									2,620
Hoops..... prs.		112						55			157
Axes..... No.		412.5	16	10				122			580
Sley..... No.				1,000							1,000
Frames..... No.		6									6
Peasants' sledges, number								60			60
Wheels..... prs.				83	1						84
Rivets..... No.			28,920	5,863				1	2.27		5,863
Hoops..... No.		100	9,462	51,390							28,920
Shovels..... No.					4						60,362
Pitchers..... No.		872									872
Birch bark..... pkgs.	12.5	1,000.7	2.5	1,400			2,425				2,400
Bark..... pkgs.	29		617			111.3					39
Bast and lime cast, packages							51				51
Soaked cast..... pkgs.	50										50
Coal..... pkgs.	20	4,880		5,050							9,950
Pitch..... pkgs.	9,045	9,444		480				830			19,779
Tar..... pkgs.				74							74
Brooms..... No.				500							50
1900.											
Logs and blocks, number	40,275	28,235	17,655	71,980	9,960	9,475	23,938	36,422	1,418	1,228	240,561
Perches and posts, number	25,274		3,401	3,089	19,585	37,000	17,752	25,200	2,701		158,311
Planks..... pcs.	768	300	3,475	557				4,795			9,065
Deals..... No.			3,296			180		4,446			3,916
Slabs..... No.			250	350				4,280			4,880
Sieves..... No.			690								690
Sleepers..... No.			4,350					158,534			162,884
Firewood..... pkgs.	13,374.5	9,915	5,221	9,567	386.3	9,175	7,160	2,140	565	418	57,902
Brushwood..... pkgs.	171.5	627.5		42	41	160	32	10			1,084
Stumps and roots, number							65				65
Stumps..... No.							9,944				9,944
Rims..... prs.		282	70								352
Slides..... No.		704	30		15						1154
Sleighs..... No.		82	35		3			25			145
Bows..... No.		16			1						17
Shafts..... prs.		1,017	415	1,066	2			2			2,530
Hoops..... No.		140									140
Bands..... No.		180.5	40					20			241
Axes..... No.		140	28,650	3,200			1,000			28,600	53,250

a Feet.

b Cubic feet.

c Pieces.

*Quantity of wood cut and wooden material prepared in the forests of the Maritime Province, 1899 and 1900—Continued.*

Forests.	Vladivostok.	Nikolai.	Habarok.	Nikolalek.	Olginsk.	Podet.	Sootchan.	Tchernigovsk.	Ostrovnoi.	Nijni-Amursk.	In district.
1900.											
Rivets No.			8,025		80					4,305	12,410
Hoops No.				130	1						131
Wheels No.	9	10		1,600			220	22			1,830
Birch bark pckgs.	22			†							1,831
Bast and lime bast, packages		92					147				22.50
Pitch pckgs.				180				230			239
Tar pckgs.	3,736	7,469						693			410
Coal pckgs.	234	4,502		18,974				211			11,898
Brushes No.				600							2,392
Hoop fastenings, number				84,385				6			600
Brooms No.								300			84,391
Pine oil pckgs.			87					6.5			300
											98.5

#### THE RUSSIAN CHINESE BANK, 1901.

The bank closed accounts for the year with a profit of 2,677,217 rubles (\$1,378,767), against 2,523,528 rubles (\$1,299,617) in 1900, in consequence of the formation of new agencies in central Asia and in Siberia.

The branches in China and Japan earned:

	Rubles.
China (omitting Manchuria).....	1,342,415 = \$692,045
Japan .....	306,422 = 157,807
Total .....	1,648,837 = 849,852

The bank has now 31 branches and 10 agencies. The activity of the Chinese department was increased, owing to the precautions of the Shanghai department, which did not suffer from the falling price of silver.

The economical crisis in Japan has affected the Japanese department, but matters in Japan are now improving.

The Manchurian department, hitherto dealing only with the Russian Government and the Chinese Eastern Railroad, since the withdrawal of troops has begun to have dealings with the local population.

The operations of the Siberian department are satisfactory. The Boxer disturbances affected the Blagoveschensk branch at first, but by the end of last year, it had regained its place.

The Mongolian agency also did a good business in the tea trade.

*Merchandise imported at Vladivostock in merchant vessels during the first half of 1902.*

	Russian.	Japan- ese.	Eng- lish.	Ger- man.	Kore- an.	Ameri- can.	Norwe- gian.	Aus- trian.	Swe- dish.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
January .....	3,836						783			4,069
February .....	3,885	225								4,110
March .....	5,301	3,588	4,108	1,742		1				14,741
April .....	8,750	3,419	1,908	4,785	90	1	73	3,361		22,332
May .....	19,681	6,098	3,405	13,826	30	40	4,098			47,178
June .....	6,767	1,477	951	5,011	117	70	498		1,500	16,391
Total .....	47,720	14,807	10,367	25,314	237	112	5,398	3,361	1,500	108,816
Coal .....	2,550						3,900			6,450
Logs and fire- wood .....	17									17
Grand to- tal .....	50,287	14,807	10,367	25,314	237	112	9,298	3,361	1,500	115,288
Cattle .....	a 897	a 973				a 220				a 2,090
Cartridges .....							b 517			b 517
Railroad sleep- ers .....				c 152						c 152
Boxes with cartridges .....				d 25						d 25
Gunpowder .....				e 15						e 15

a Head.

b Packages.

c Pieces.

d Number.

e Kegs.

*Entry of merchant vessels at Vladivostock during the first half of 1902.*

Nationality.	Steamers with cargo.		Steamers in ballast.		Sailing vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Russian .....	81	138,363	4	3,692			85	142,055
Japanese .....	40	40,726	17	18,679	1	132	58	59,537
English .....	7	14,132					7	14,132
German .....	13	16,261			1	2,004	14	18,265
Korean .....	4	8,184	3	1,995			7	5,179
American .....	4	5,388	1	1,347			5	6,735
Norwegian .....	10	8,821	3	4,560			13	12,881
Sweden .....	2	2,323					2	2,323
Austrian .....	1	1,987					1	1,987
Danish .....	1	976					1	976
Total .....	163	231,671	28	30,273	2	2,136	193	264,080

*Departure of merchant vessels from Vladivostock during the first half of 1902.*

Nationality.	Steamers with cargo.		Steamers in ballast.		Sailing vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Russian .....	60	97,813	28	49,867	1	100	89	147,780
Japanese .....	21	21,892	33	34,244	1	132	55	56,269
English .....			7	14,190			7	14,190
German .....	7	9,149	7	8,321	1	2,004	15	19,471
Korean .....	2	1,692	5	3,537			7	5,179
American .....	3	4,041	2	2,694			5	6,735
Norwegian .....	6	5,395	6	6,516			12	11,911
Swedish .....			1	998			1	998
Austrian .....			1	1,987			1	1,987
Danish .....			1	986			1	986
Total .....	99	139,882	91	123,340	3	2,236	193	265,458

*Departure and arrival of passengers by merchant vessels from and to Vladivostock during the first half of 1902.*

Nationality.	Departures.				Arrivals.			
	Men.	Women.	Minors.	Total.	Men.	Women.	Minors.	Total.
Austrian.....	3			3	6	1	2	9
English.....	10	3	2	15	12	2		14
German.....	25	6	2	33	36	4	4	44
Dutch.....					1			1
Greek.....	1			1	1			1
Danish.....	2			2	6	1	2	9
Spanish.....					2	1		3
Italian.....	1			1	5			5
Chinese.....	3,609	91	35	3,635	39,235	274	240	39,749
Norwegian.....	13	1		14				
Russian.....	2,815	251	86	3,152	9,798	312	170	10,280
United States.....	23	4		27	24	14		38
Turkish.....	2			2	2			2
French.....	11	2		13	2	1		3
Montenegro.....	1			1				
Swedish.....	1	1		2	8			3
Japanese.....	405	27	5	437	1,216	51	26	1,293
Korean.....	881	7	3	891	1,079	8	12	1,099
Other countries.....	5			5	1			1
Grand total.....	7,706	393	133	8,234	51,429	669	456	52,554

*Number of Russians and foreigners arriving and departing through port of Vladivostock during 1901.*

Nationality.	Departed abroad.	Arrived from abroad.	Nationality.	Departed abroad.	Arrived from abroad.
Austria-Hungary.....	27	8	Russia.....	20,669	27,396
Belgium.....	3	3	United States.....	102	99
Great Britain.....	40	64	Turkey.....	5	16
Germany.....	79	86	France.....	29	22
Holland.....	2	2	Montenegro.....		1
Greece.....	15		Sweden.....	3	7
Denmark.....	9	9	Japan.....	957	2,551
Italy.....	27	13	Korea.....	3,330	2,022
China.....	21,303	42,232	Other nationalities.....	29	71
Norway.....	2	1			
Persia.....		8	Total.....	46,632	74,610
Portugal.....	1				

*Number of seals killed at the Kamandorsky Islands by Russian companies, 1746-1900.*

Year.	Bering Island.	Medny Island.	Tiulen Island.	Total.
1891.....	15,479	16,894	540	32,913
1892.....	14,650	15,045		29,695
1893.....	12,501	16,284	1,539	30,324
1894.....	13,165	13,122		26,287
1895.....	9,598	6,896	1,300	17,723
1896.....	7,098	7,171	149	14,418
1897.....	5,696	7,155	120	12,971
1898.....	4,568	5,753		10,321
1899.....	3,862	4,613	550	8,925
1900.....	4,487	8,103	587	13,177

Years.	Number of years.	Average.
1746-1760.....	15	1,333
1761-1785.....	16	6,250
1787-1798.....	12	4,200
1799-1826.....	28	476
1827-1841.....	15	10,000
1842-1861.....	20	467
1862-1867.....	6	4,250
1868-1870.....	3	20,166
1871-1890.....	20	36,340
1891-1895.....	5	27,100
1896-1900.....	5	11,954



## MANCHURIAN TRADE.

*Goods imported from Manchuria through the Pollatsk boundary post June–December, 1901.*

Wheat (poods).....	tons..	149	Fowls .....	number..	510
Spring wheat .....	do....	11	Ducks .....	do....	90
Oats .....	do....	5. 7	Eggs .....	do....	955
Chinese French wheat..	do....	209	Cattle .....	head..	164
Chinese beans .....	do....	224	Pigs .....	do....	1, 293
Buckwheat .....	do....	19	Pigs killed.....	do....	407
Rice .....	do....	8	Horses .....	do....	8, 598
Beans .....	do....	393	Charcoal .....	tons..	2, 636
Kidney beans .....	do....	16	Chinese paper .....	packages..	7, 186
Peas .....	do....	3	Cloth (ready-made) ..	do....	647
Tobacco .....	do....	22	Boots and shoes .....	do....	150
Vegetables .....	do....	2. 5	Wooden goods .....	do....	305
Melons .....	number..	7, 556	Earth ware .....	do....	2
Watermelons .....	do....	8, 405	Beasts' horns .....	do....	5
Dried mushrooms.....	pounds..	1, 733	Candy .....	do....	361
Nuts .....	do....	6, 283	Matting .....	do....	183
Flour .....	do....	914, 820	Beams .....	do....	75
Vermicelli .....	do....	15, 997	Logs .....	do....	385
Vegetable oil .....	gallons..	1, 218	Loaded carts.....	do....	3, 707
Hemp seed .....	pounds..	8, 955	Unloaded carts.....	do....	1, 064
Ropes .....	do....	21, 558			

*Report of goods exported to Manchuria through Pollatsk boundary post.*

Chinese ready-made cloth, pieces .....	1, 261	Colonial goods .....	pieces..	195
Chinese boots and shoes..	391	Oranges in boxes .....	do....	515
Chinese paper .....	39, 290	Nuts .....	pounds..	9, 570
Chinese goods .....	51, 098	Flour in bags .....	do....	295
Salt .....	216, 239	Vegetable oil .....	gallons..	72
Salted fish .....	81, 974	Wool .....	pounds..	10, 003
Smoked fish .....	69, 516	Horses .....	head..	8, 822
Refined sugar .....	16, 395	Skins:		
Sea cabbage .....	211, 183	Raw .....	number..	387
Trepangs .....	4, 514	Prepared .....	do....	117
Beans .....	1, 625	Iron:		
Wheat .....	7, 764	Assorted .....	pounds..	26, 181
French wheat .....	289	Worked .....	do....	2, 528
Eggs .....	8	Wooden ware .....	do....	87
Drell .....	6, 142	Rice .....	pounds..	31, 514
Cotton cloth .....	319	Beams .....	pieces..	10
Linen cloth .....	2, 327	Planks .....	do....	108
Printed calico .....	740	Mats .....	number..	472
Calico, black .....	219	Matches:		
Red fustian stuff .....	34	Lucifer .....	boxes..	129
Barage .....	138	Swedish .....	do....	19
Black cloth .....	116	Carts:		
Printed cloth .....	5	Loaded .....	number..	1, 641
Kerosene in boxes.....	488	Empty .....	do....	3, 123

*Number of cattle arrived through Grodekoff cattle quarantine in 1901.*

Months.	Cattle of Manchurian breed.			Months.	Cattle of Manchurian breed.		
	Horned.	Hogs and sheep.	Total.		Horned.	Hogs and sheep.	Total.
January.....	40		40	August.....	45	312	357
February.....				September .....		1, 580	1, 580
March .....	39	304	343	October .....	21	650	671
April .....	144	239	383	November .....	24	188	212
May .....		732	732	December .....			
June .....	36	484	520				
July .....	48	667	715	Total.....	397	5, 156	5, 553

*Number of domestic cattle arrived through the Hunchun quarantine (near Posiet) in 1901.*

Months.	Cattle.		Quantity of transported hog carcasses.	Quantity of transported sheep carcasses.	Total.
	Horned.	Hogs and sheep.			
January .....	1,006	.....	645	.....	1,006
February .....	165	.....	336	.....	165
March .....	279	.....	.....	.....	279
April .....	522	.....	.....	.....	522
May .....	925	42	.....	.....	976
June .....	641	74	.....	.....	715
July .....	697	.....	.....	.....	697
August .....	957	.....	.....	.....	957
September .....	661	276	.....	.....	937
October .....	104	86	20	.....	190
November .....	171	.....	603	.....	171
December .....	716	.....	883	9	716
Total .....	6,844	478	2,487	9	7,322

*Number of cattle arrived through Krasnoselsky cattle quarantine in 1901.*

Months.	Cattle.			Months.	Cattle.		
	Black Manchurian.	Korean breed.			Black Manchurian.	Korean breed.	
		Black.	Hogs.			Black.	Hogs.
January.....		175	.....	August.....	3	1,936	1
February.....		56	.....	September.....		1,442	.....
March.....	3	87	.....	October.....		443	.....
April.....	7	490	.....	November.....		245	.....
May.....	11	1,100	.....	December.....			.....
June.....		1,196	2	Total.....	27	8,303	3
July.....	3	1,133	.....				

## SIAM.

The total value of Siam's trade with foreign countries during the year 1901 was \$74,437,394 (\$36,325,448 gold).<sup>a</sup> The total value of the foreign trade during the year 1900 was \$57,229,843 (\$27,184,175 gold). This shows an increase of \$9,141,273 over the figures of 1900.

The total value of exports to foreign countries this year was \$45,322,036 (\$22,117,153 gold), and of imports, \$29,115,358 (\$14,208,295 gold), showing a balance of trade in Siam's favor of \$16,206,678 (\$7,908,858).

The treasure imported and exported during 1900 exceeded that of 1901 by \$661,419 (\$314,174). Taking this item into consideration, we find that the foreign trade in articles of general use and consumption in the year 1901 exceeded that of the preceding year by \$17,868,970 (\$8,720,057). This gain of very nearly 31 per cent is shown chiefly in the exports.

This was due principally to an exceptional crop of rice, which cereal is by far the most important article of export. The rice crop, both on account of a favorable season for the growth of this cereal and a marked increase of area sown, furnished \$36,160,996 (\$17,646,566) of the exports; a gain of \$13,679,238 (\$6,675,468) over those of last year and an increase of \$8,579,452 (\$4,186,772) over any previous year in the history of the

<sup>a</sup>The average value of the Mexican dollar was 48.8 cents in 1901; 47.5 cents in 1900.

country. The output of teak lumber, the second article in importance on the list of exports, fell from \$3,299,480 (\$1,567,253) in 1900 to \$2,831,446 (\$1,381,746) this year.

The imports from foreign countries during the year 1901, amounting to \$29,115,358 (\$14,208,295), or, exclusive of treasure, to \$27,343,663 (\$13,343,708), exceed the imports of 1900 by \$3,078,743 (\$1,502,427). This trade was distributed among the Occidental nations as follows:

England, who stands first, fell off a trifle more than 1 per cent last year, but has more than regained her position this year. Her exports in 1901 exceed those of 1900 by more than 24 per cent. To gain an estimate of Great Britain's share in the imports of the country, one must credit her with the \$1,323,934 (\$646,080) from India (which shows an increase of 33 per cent over last year), a share of the \$12,000,645 (\$5,856,314) from Singapore (about 30 per cent over last year), and of the \$6,544,711 (\$3,193,819) from Hongkong, which is a trifle less than last year. Great Britain stands far in the lead of all other nations in the import trade of this country and has strengthened her position during the year, notwithstanding that her shipping has very materially fallen into the hands of the Germans.

Germany, which stands second in the list, shows an increase of 51 per cent over last year. The figures are \$2,156,651 (\$1,052,446), which represents a trifle less than one-fourteenth of the total imports of the country. Germany is credited in the customs reports with more nearly her full share than is any other nation, as her facilities for through shipments are of the best, and she now has control of the two great lines of steamers connecting Bangkok with Singapore and Hongkong.

Holland has forged ahead to third place, having made a gain of 225 per cent over last year and 135 per cent over the year 1899. If to her imports are added those of the Dutch possessions, her position is yet the third, although the trade of the Dutch possessions has fallen off during the year.

Switzerland stands fourth in the list, and, while she has made some gain, she yet falls below the year 1900.

Italy stands fifth, with a gain of nearly 50 per cent over 1899 and a yet larger gain over 1900.

France has fallen away decidedly both in her home trade (21 per cent) and in that of Cochin-China (7 per cent).

Russia shows but \$477 (\$232) on the entire list of imports.

The imports from the United States amount to \$210,616 (\$102,781), as set down in the customs report for the year. This represents the imports shipped direct from our country. An endeavor to analyze the imports coming by way of Singapore and Hongkong—the two great distributing ports of the Far East, which stand as the commercial gateways to this port and render it most difficult to determine the origin of the goods imported—has resulted in tracing more than twice the amount listed, and goes far toward justifying the estimate made last year, that the imports from the United States more nearly approximated \$1,000,000 (\$488,000) than the figure that appears in the customs report.

#### AMERICAN TRADE IN SIAM.

The following list gives an idea of the articles represented in the trade with America and approximates the amount, together with some

imports from Hongkong and Singapore in which it is fair to suppose that American goods figure largely.

Articles.	America.		Hongkong.		Singapore.	
	Mexican.	Gold.	Mexican.	Gold.	Mexican.	Gold.
Books and printed matter .....	\$2,191	\$1,069	\$2,807	\$1,370	.....	.....
Chemicals and drugs .....	3,812	1,860	157,475	76,848	.....	.....
Clothing .....	7,078	1,502	.....	.....	.....	.....
Cycles and accessories .....	6,273	2,573	.....	.....	.....	.....
Electrical goods .....	98,791	45,770	.....	.....	.....	.....
Hardware and cutlery .....	7,771	3,792	.....	.....	.....	.....
Furniture .....	2,238	1,092	.....	.....	.....	.....
Wire, wire rope, and cable .....	26,482	12,923	1,870	913	\$37,902	\$18,496
Lamps and parts .....	65,842	32,130	41,205	20,108	59,827	26,267
Leather and leather goods .....	1,306	637	.....	.....	.....	.....
Machinery .....	36,183	17,169	.....	.....	92,008	44,900
Copper and copper ware .....	3,493	1,705	.....	.....	.....	.....
Oils, lubricants, etc .....	21,574	10,528	.....	.....	.....	.....
Provisions .....	19,909	9,716	821,951	401,107	374,019	182,621
Stationery .....	3,432	1,675	.....	.....	.....	.....
Unclassified .....	29,946	14,614	366,728	178,963	450,286	219,739
Beer .....	1,017	496	.....	.....	.....	.....
Flour .....	94,519	46,125	.....	.....	.....	.....
Typewriters .....	9,813	4,789	.....	.....	.....	.....
Clocks .....	1,449	707	.....	.....	.....	.....
Sewing machines .....	17,231	8,409	.....	.....	.....	.....
Total .....	453,350	221,232	.....	.....	.....	.....

China, provisions, \$404,987 Mexican (\$197,633 gold).

America still holds first place in bicycles and accessories, her imports amounting to more than those from all other countries combined. Nevertheless, there has been a very great falling off in the trade. This can be wholly accounted for by the fact that the novelty of the machine has worn away.

Our trade in wire, wire rope, and cable has increased from \$11,177 (\$5,454) to \$26,482 (\$12,923), to which figures should probably be added the entire import from Hongkong, \$1,870 (\$913), and a share of the \$37,902 (\$18,496) which comes from Singapore. In this line, America stands first.

The trade in lamps has increased from \$48,615 (\$23,724) to \$65,842 (\$32,130). To this should be added much of the amount from Hongkong and part of the large shipments from Singapore. While Germany stands related to America on the customs lists as 70 to 65 in this trade, I do not hesitate to say that America is first in the actual trade. Our country suffers much in this line from the cheap imitations placed upon the market.

America continues to furnish all the flour consumed in Siam, with the exception of a few hundred dollars' worth of rice flour. By the courtesy of the customs department, I am able to trace \$93,575 (\$45,665) worth of flour in the reports, but this by no means represents the total trade with this country.

The United States sends \$17,231 (\$8,409) worth of sewing machines, and in this article has the entire market, with little or no opposition.

The trade in typewriters I am able to report for the first time—\$9,813 (\$4,789). In this line also, America holds the market. The amount listed, however, does not represent the whole value of the trade.

America has gained the market in electrical goods. For the first time, I am able to report the importations direct from our country, and

investigation has shown that many of the goods credited to Europe are ordered from America through European houses. The entire trade from all countries in this line is \$152,086 (\$74,218), of which America furnishes \$93,796 (\$45,771) direct.

The total imports of manufactured tobacco amount to \$239,499 (\$116,876). There is no means of arriving at any definite figures as regards America's share in this trade; but it is safe to say that it is rapidly increasing, and now compares favorably with that of any occidental country.

The largest item on the list of general imports consists of cotton goods of different kinds, which amount to \$4,909,372 (\$2,395,793). In this splendid trade, the United States has not one dollar.

The second largest item is that of gunny bags. This amounts to \$1,407,578 (\$686,898), and in this also America has no share; all comes from India.

For a discussion of the relation of Hongkong and Singapore to the trade of Siam (without an understanding of which no one can get a fair idea of our share in the commerce of this country), I refer to my report of November 12, 1901: "Foreign trade in Siam."<sup>a</sup>

#### SHIPPING FACILITIES.

A through line of steamers, under the direction of the East Asiatic Company, Limited, plies between Bangkok and Copenhagen, one boat leaving this port every three months. This constitutes the only line to Europe without change or transshipment. The Nord Deutscher Lloyd has a fine line of boats between Bangkok and Hongkong, both for passenger traffic and freight. While there is no scheduled timetable, a boat either way can be relied upon from two to four times every week. The same company has a line running to Singapore. With the exception of the steamship *Deli*, these boats are not generally as comfortable for passengers as are the Hongkong boats. This vessel, however, is fitted with every modern convenience and is a favorite with the traveling public. It carries the German mail and makes the round trip every two weeks. These two lines, together with the extra shipping brought into the trade by this company, compose quite one-half the shipping of the port. The other half is made up of steam and sailing craft under several flags (the British leading) attracted hither by the growing trade. The following table is of interest as showing the growth of the shipping of the port during the last year, and especially as showing the great change that has taken place in the nationality of the same during the last three years. The outward list is substantially the same as this.

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<sup>a</sup>Consular Reports No. 258; Advance Sheets No. 1241.

*Total number and tonnage of steamers and sailing ships cleared at the custom-house at Bangkok, Siam, 1901.*

## ENTERED.

Nationality.	1899.				1900.				1901.			
	Steamers.		Sailing ships.		Steamers.		Sailing ships.		Steamers.		Sailing ships.	
	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.
British .....	298	267,967	3	3,065	168	141,370	1	486	151	130,306	.....	.....
German .....	74	67,681	4	7,848	194	185,577	1	1,638	272	289,151	.....	.....
French .....	26	9,776	.....	.....	26	9,753	1	375	27	10,355	2	684
Norwegian .....	12	10,522	10	5,315	18	13,810	7	3,345	90	80,935	11	5,867
Dutch .....	14	5,162	.....	.....	16	6,164	.....	.....	15	6,435	.....	.....
Danish .....	9	12,349	.....	.....	4	5,065	.....	.....	5	9,237	1	381
Siamese .....	7	3,332	1	308	11	5,236	2	616	10	4,583	1	308
Japanese .....	1	2,096	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chinese .....	1	1,268	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russian .....	.....	.....	1	507	3	6,001	.....	.....	2	4,505	.....	.....
Swedish .....	.....	.....	1	532	.....	.....	1	469	1	989	.....	.....
Belgian .....	.....	.....	.....	.....	.....	.....	.....	.....	1	1,291	.....	.....
Austrian .....	.....	.....	.....	.....	.....	.....	.....	.....	2	3,016	.....	.....
Total .....	442	380,153	20	17,565	440	372,966	13	7,511	576	540,803	15	7,240

Junks: 1899, 63; 1900, 52; 1901, 46.

This shows that the British, who had over 68 per cent of the shipping in 1899, in 1901 had but 24 per cent, and that the Germans are far in the lead. The American flag has not been seen in these waters since 1895.

Goods shipped from America come from the Pacific coast by the great Pacific lines of steamers, and are transshipped at Hongkong. From New York, they come by way of Europe and Singapore (in which case they are transshipped twice) or they are shipped through from New York to Singapore by one of the American lines. Barber & Co.'s boats, which run every three weeks, and the United States, China and Japan Line, running every month, are the two principal services. Occasionally, there are other boats.

The latter is by far the best way to ship American goods from the Atlantic coast, as the time consumed is shorter and there is but one transshipment, that at Singapore. The chief obstacle to the shipment of goods from America lies in the long and often unnecessary delays occasioned by transshipping at Singapore and Hongkong. Up to the present time no serious endeavor seems to have been made to overcome this evil.

## FREIGHTS.

The freights from Bangkok to New York by the East Asiatic Company, Limited (transshipments in Europe), are 70s. (\$17) per ton of 50 cubic feet; by the same line, without transshipment, 55s. (\$13.38) to London, and 57s. 6d. (\$13.98) to Copenhagen.

From Bangkok to New York, with transshipments at Singapore, it is difficult to quote rates. The Freight Conference at Singapore controls rates to Europe, while the boats outside the conference, running direct to New York, regulate the rates in accordance with the business in sight. Recent quotations are: Singapore to London and Europe, 42s. 6d. (\$10.33), 40s. 6d. (\$9.85), and 50s. (\$12.16) for general cargo;

Singapore to New York, August 12, 17s. 6d. (\$4.25), August 23, 12s. 6d. (\$3.03), September 8, 20s. (\$4.87), September 4-9, 17s. 6d. (\$4.25), and one lot as low as 7s. 6d. (\$1.82). While these figures show the uncertainty of the rates, they also show quite conclusively that, aside from the advantage of escaping transshipment in Europe, there is a decided preference on freights direct from Singapore to New York as compared with those by way of Europe. All these rates are by way of Suez Canal.

To any of these charges from Singapore must be added the freight from Bangkok to Singapore, which varies from 7s. to 12s. (\$1.70 to \$2.91) per ton, according to the kind of freight. From Bangkok to Hongkong, freights run from 8s. to 20s. (\$1.95 to \$4.87).

The present conference rates from Europe to Singapore range from 32s. to 53s. 9d. (\$7.79 to \$13.07) per ton. Taken all round, they are below the rates to Europe. The freight from New York to Singapore is 36s. 6d., or about \$8 gold, per ton of 40 cubic feet.

The rates from Singapore and Hongkong to this port average less than the outward rates, on account of the great demand upon the outward freight made by rice.

In view of the above facts, it would seem to be to the advantage of the trade to ship direct from New York, rather than by way of Europe; and, furthermore, in the case of slow freight, to negotiate terms with New York agents.

#### EXPRESS BUSINESS.

There is neither a parcels post nor an express service between Siam and America. It is believed that a fair business for an American express company could be developed at this port, if an agency were established.

#### MAILS AND POSTAGE.

American mail is received on an average once a week. The time necessary for a letter to reach Bangkok from New York is from four weeks and five days to six weeks. It is safe to reckon three months for a reply. The time by way of New York is from four to six days less than by way of San Francisco, even for mail from California. This is in part due to the greater uncertainty of connections at Hongkong.

Postage is 5 cents gold per half ounce for written matter; printed matter and book postage in proportion.

#### CUSTOMS DUES.

Customs dues are 3 per cent on all imports except on spirits; the duty on these is fixed by treaty on a level with that levied by the Siamese excise laws upon spirits manufactured in Siam. The duty on wines and beers does not exceed 10 per cent ad valorem. Spirits containing 50 per cent and under of alcohol are charged \$1.20 Mexican (59 cents) per gallon, and more, \$2.40 Mexican (\$1.18) per gallon.

HAMILTON KING, *Consul-General.*

BANGKOK, *December 1, 1902.*

*Value of principal articles imported into Siam in 1900 and 1901.*

Articles.	1900.		1901.	
	Mexican currency.	U. S. currency.	Mexican currency.	U. S. currency.
Cotton goods:				
Chowls.....	\$1,402,062	\$665,979	\$1,926,541	\$940,152
Prints and chintzes.....	414,262	196,774	583,765	284,877
Shirtings:				
White.....	660,098	313,544	1,009,134	492,457
Gray.....	268,026	127,312	459,139	224,060
Turkey red:				
Cloth.....	80,791	38,376	105,421	51,445
Yarn.....	112,748	53,555	164,537	80,294
Other yarn.....	425,458	202,093	564,444	285,209
Singlets.....	135,736	64,475	176,391	86,079
Raw silk.....	29,720	14,117	13,760	6,715
Silk piece goods.....	1,220,716	579,840	1,079,510	526,801
Gunny bags.....	923,941	438,872	1,407,578	686,898
Oil (petroleum).....	989,173	469,857	664,880	324,461
Machinery.....	781,405	371,167	1,195,259	583,286
Coals.....	235,972	112,077	282,222	137,724
Hardware and cutlery.....	334,633	158,961	556,882	271,758
China and earthenware.....	391,714	186,064	398,682	194,566
Glassware.....	138,532	65,803	108,990	50,747
Wood, sawn and unsawn.....	310,414	147,447	309,382	151,978
Jewelry, precious stones, etc.....	356,227	169,208	379,742	185,314
Sugar, refined and unrefined.....	1,028,900	488,726	869,778	424,451
Liquors.....	648,411	308,320	622,582	303,796
Opium.....	1,426,344	677,513	1,297,966	633,407

*Value of the principal articles exported from Siam in 1900 and 1901.*

Articles.	1900.		1901.	
	Mexican currency.	U. S. currency.	Mexican currency.	U. S. currency.
Articles subject to export duty:				
Bullocks.....	\$490,348	\$232,915	\$345,582	\$168,644
Cardamom.....	53,842	25,337	77,899	38,015
Plaheng.....	96,123	45,658	205,868	100,464
Piasalit.....	19,792	9,401	82,081	40,031
Gamboge.....	6,393	3,087	2,589	1,263
Gum benjamin.....	10,233	4,861	6,479	3,162
Buffalo and cow hides.....	200,213	95,101	273,370	133,405
Deerhides.....	86,594	41,132	59,780	29,173
Horns of all kinds.....	79,705	37,860	98,825	48,227
Ivory.....	27,123	12,883	31,594	15,418
Leather.....	19,732	9,372	16,970	8,281
Salt meat.....	16,771	7,966	18,849	9,196
Dried mussels.....	312,084	148,240	391,781	191,189
Rice.....	22,473,388	10,674,859	36,082,929	17,608,469
Paddy.....	8,370	3,976	78,067	38,096
Stick-lac.....	98,829	46,944	175,631	85,708
Wood.....	85,970	40,836	73,022	35,635
Articles free of export duty subject to inland tax:				
Teal seed.....	82,656	39,261	75,849	37,014
Tobacco.....	166	79	552	269
Beeswax.....	544	258	140	68
Teak wood of all kinds.....	3,299,480	1,567,253	2,528,446	1,233,882
Wood—				
Padro.....	54,378	25,830	53,641	26,177
Ebony.....	14,294	6,790	37,954	18,522
Rose.....	152,538	72,456	135,491	66,120
Birds' nests.....	118,364	56,223	241,631	117,867
Articles free of both inland taxes and export duties:				
Lead.....	45,110	21,427	20,768	10,185
Tamarinds.....	11,434	5,431	1,070	522
Rough rubies.....	25,820	12,027	37,200	18,154
Black silk piece goods.....	394,280	187,283	433,371	211,485
Rice meal.....	16,912	8,023	5,483	2,676



## FINANCIAL CONDITIONS IN SIAM.

The foreign exports and imports of Siam for the year 1901 show a balance of trade in her favor of \$16,206,678, Mexican (\$7,908,800 gold), and statistics show a very healthy balance of trade in her favor during the last seven years.

The revenues for the last eleven years, as will be seen from the following table, have been gradually increasing, while, with the exception of two years, the expenditures have been kept well within the receipts:

[United States currency.]

Year.	Revenues.	Expenditures.	Excess of receipts.	Excess of expenditures.
1892-98 .....	\$3,844,528	\$3,729,744	\$114,784	
1893-94 .....	4,347,418	4,543,626		\$196,208
1894-95 .....	4,383,617	3,121,791	1,261,826	
1895-96 .....	4,518,672	3,171,424	1,347,248	
1896-97 .....	5,161,125	4,620,678	540,447	
1897-98 .....	6,202,000	5,999,156	202,844	
1898-99 .....	7,117,256	5,946,896	1,170,361	
1899-1900 .....	7,750,501	6,763,179	712,412	
1900-1901 .....	8,902,826	7,960,314	942,512	
1901-2 .....	9,041,688	9,718,572		676,884
1902-3 .....	9,878,250	9,742,317	135,933	

This on its face shows good financiering and sound conditions in the Kingdom. The surplus of expenditures over receipts during 1901-2 was due to a demand for 3,927,000 ticals (\$981,750), which arose late in the year. This demand could not have been anticipated, yet it was paid at once and the deficit met out of the cash reserves at the disposal of the Government.

The considerable excess of the estimated revenues of 1902-3 over those of any previous year is based upon cautiously estimated increases under the different heads, notwithstanding a decided reduction occasioned by the new pawnbrokers act (in consequence of which it is far more difficult than formerly for thieves to dispose of stolen property) and the abolition of 12 gambling houses throughout the country, in addition to the 60 or 70 abolished during the preceding 18 months.

The constantly increasing revenues of the country have rendered possible constantly increasing expenditures. In the financial budget for the year, the departments in which provision is made for decided increase of expenditure are the following: Provincial courts, jails, hospitals, education, railway construction, surveys, and pensions. The whole of the revenue derived from the Siamese Malay provinces is in future to be expended solely within the provinces in which it has been collected.

## PAPER CURRENCY.

Paper currency was issued in Siam in September, 1902. Evidence of the care with which the finances of the country are handled is given in the following statement concerning this issue, which is handed me by the director of paper currency:

The declared intention of the Government is that the currency notes of Siam shall be strictly convertible, and with this object it has been determined to issue them only against silver coin—the whole of which will be retained as a reserve to pay those notes, with the exception of such an amount, not exceeding 25 per cent of the value

of the notes in circulation, as the minister may, with the consent of his majesty, invest in suitable securities. The coin and securities above referred to will be appropriated and set apart to provide for the satisfaction and discharge of the notes, and the latter will be deemed to have been issued on security of the said coin and securities, as well as of the revenue of the Kingdom of Siam. In other words, the Government intends to issue notes only against silver coin, while they undertake to retain in cash not less than 75 per cent of the sum so received, an almost unduly cautious limit, and to set apart the whole of this sum, together with the securities purchased out of the portion of the money received for notes, as a separate reserve to pay the notes whenever they may be presented.

No portion of this reserve will be available for the general purpose of administration, and the security of the notes being thus absolutely safeguarded, it is not anticipated that there will be any hesitation on the part of the banks or the public in accepting the notes.

This expectation may be indulged in with all the more certainty, when it is known that there is no intention on the part of the government to force their notes on anyone, whether they be officials or private persons who have claims on government, and that even the notes held by the treasury, for issue to such persons as may ask for them, will be paid for by an actual transfer of cash from the treasury to the currency office. Moreover, the minister of the finance is required to publish a monthly account in the Government Gazette showing, (a) the note circulation, (b) the amount of coin held against such notes, and (c) the securities in which investments have been made; so the public will have every opportunity of satisfying itself that the provisions of the law are being duly carried out.

#### PUBLIC IMPROVEMENTS.

Siam will soon lose the distinction of having no national debt. She proposes to enter immediately upon an extended programme of rail-road construction, and, aside from an appropriation of 3,000,000 ticals (\$750,000), which it has been decided to set apart annually for that purpose, she will negotiate a foreign loan of £1,000,000, (about \$5,000,000) for that object. This loan will be secured by the public revenue.

On April 1, 1902, the available resources of the Siamese Government were £400,000 (\$1,946,600), in European Government bonds, and 28,000,000 ticals (\$7,000,000), in the East; as against £350,000 (\$1,703,275) abroad, and 12,000,000 ticals (\$3,000,000) at home, in February, 1901.

No new taxation has been imposed, and undesirable taxes have been abolished. The great increase that has taken place in the revenue may be mainly attributed to improvement in the administration, whereby the prosperity of the people has been secured, thereby encouraging industry and thrift. The satisfactory condition of the finances is one of the chief evidences of the reality of the reforms which have been introduced by the Government during the last decade.

HAMILTON KING, *Consul-General*.

BANGKOK, *September 20, 1902.*

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Under date of December 12, 1902, Vice-Consul-General J. P. Selden reports from Bangkok that Siam has closed the mint to the free coinage of silver, and has taken steps to place herself upon a gold basis.

## STRAITS SETTLEMENTS.

After months of close observation here, I am prompted to write of the urgent need of American business agents in Singapore, if our exporters expect to gain a fair share of this trade. British and German houses have agents constantly on the spot, and we must imitate the methods by which they have won control of oriental trade.

Of the exports from this consular district last year, valued at \$274,454,820 silver (\$134,482,860 gold), 9.8 per cent went to the United States, while of \$325,251,448 (\$159,373,210) imports, only one-half of 1 per cent came from our country. Thus it is seen that Americans purchase in this market nearly twenty times the value of what they sell. This inequality is entirely due to want of representation of American interests.

With exports from the Pacific coast, Europe should not be able to compete, for our Pacific coast is 5,000 miles nearer the 550,000,000 buyers in Japan, Korea, China, Siam, and Polynesia than are our European competitors for such trade. Our rivals have also to pay the enormous tolls of the Suez Canal before they can land a cargo in the Orient. At present, these tolls are more than one-half the gross freight from Singapore to New York. Exports of tin, gambier, rubber, gutta-percha, copra, coffee, spices, etc., can thus be put into the American manufacturer's hands at \$5 per ton less than the price paid by the manufacturer of Europe. Our business men should not fail to take advantage of these conditions.

## TRADE OF PENANG.

The imports into Penang from the United States during 1901 were:

Articles.	Mexican currency. <sup>a</sup>	U. S. currency.
Lard.....	\$32,500	\$15,080
Canned goods.....	10,940	5,076
Hardware.....	31,000	14,334
Plain cotton.....	7,350	3,410
Sundries.....	50,700	23,685
Total.....	132,490	61,475

<sup>a</sup> \$1 = 46.4 cents United States; \$1 Mexican in 1900 = 47.3 cents.

There was a large decrease in imports from the United States as compared with the year 1900, which is attributed to the low purchasing power of the local silver dollar, and also to the deplorable state of the Penang market during 1901.

*Lard.*—For example, imports of lard in 1900 amounted to \$152,000 silver (\$71,896), as against only \$32,500 (\$15,080) in 1901, and none during the first six months of 1902. Owing to the low rate of exchange, lard can now be delivered in Penang from China (a silver-using country) much cheaper than from our country.

*Oil.*—The trade in kerosene oil is stationary. In 1901, one vessel discharged at Penang 32,266 cases for the Standard Oil Company, and the same vessel came in 1902 with a like cargo.

## EXPORTS.

Exports to the United States from Penang increased during 1901 over 1900 by \$560,000 gold. Of this increase, exports of tin account for \$552,000, and coffee for \$38,000, while nutmegs show a decrease of \$40,000.

*Tapioca*.—The most remarkable exhibit is in tapioca. This export did not figure at all until 1900, when \$2,500 in value went to the United States. During the fiscal year ended June 30, 1901, the exports were \$7,500, while those for the year ended June 30, 1902, amounted to \$57,000 gold, an increase of nearly 700 per cent.

## TRANSPORTATION.

Much complaint is made as to shipping facilities between Penang and the United States, as goods from Atlantic ports are often delayed for weeks, either at Liverpool or Hamburg, and those from Pacific ports suffer equal delay by transshipment at Hongkong, and often again at Singapore. The double handing causes delay, breakage, leakage, and other losses to importers.

The inclosed clipping from the Singapore Free Press, of July 4, will supplement this report, and may interest traders. Values are stated in gold.

O. F. WILLIAMS, *Consul-General*.

SINGAPORE, *July 7, 1902*.

## TRADE IN 1901.

Somewhat late in the year the trade figures for 1901 are issued, summarizing the quarterly returns. From the recapitulatory statements we extract the following:

*Imports and exports (exclusive of treasure).*

Port.	Imports.		Exports.	
	1900.	1901.	1900.	1901
Singapore.....	\$111,113,313	\$110,170,797	\$91,511,252	\$92,618,420
Penang.....	80,662,964	27,823,264	80,798,840	28,148,712
Malacca.....	1,185,291	1,258,989	1,312,758	1,341,991
Total.....	142,960,568	139,243,000	123,617,850	122,109,123

<sup>a</sup> Decrease of \$3,667,568.

<sup>b</sup> Decrease of \$1,508,727.

## TURKEY IN ASIA.

## ALEXANDRETTA.

Owing to the lack of custom-house returns, as well as to the inability of some of the shipping agencies located here to give me statistics, I am unable to supply them.

Restrictions against Armenians returning from the United States are very severe, and lately an order has been enforced prohibiting their admission, whether naturalized or not.

Since the two principal licorice-root pressing establishments here have been absorbed by the tobacco trust, the trade is almost suspended, but much work is expected for the next year.

WM. ROSS DAVIS, *Consul*.

ALEXANDRETTA, *November 3, 1902.*

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#### BAGDAD.

In reply to the circular from the Department, I would say that my firm has made every effort to introduce products from the United States, such as cotton goods, iron wares, safes, saddlery, beer, paints, etc., and I am still in communication with American firms; but the development of the trade seems to be difficult, in view of the fact that no American house will give credit or liberal terms of payment, while articles imported from Europe come on more favorable conditions.

The best way to extend business would be to establish an American firm here which could compete with the Manchester shippers, who send large quantities of cotton goods to our market and the south of Persia.

As to the exports to the United States, I am sure that American firms could in a short time do a good business.

Very few exporters here deal directly with America; they have their accounts with agents in London, who accept their drafts against bill of lading and legalized invoice, or open credits for purchase of products.

RUDOLPH HÜNER, *Vice-Consul*.

BAGDAD, *September 4, 1902.*

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#### BEIRUT.

Although extensive losses were experienced this year as a result of overspeculation in sugar, conditions in Beirut may be said to be gradually resuming their normal state. The sudden collapse in the price of sugar lost some \$400,000 to local speculators, and several failures, amounting to more than half a million dollars, followed. Such losses strike hard on the local market and will make themselves felt for a considerable time. However, leading business men whom I have interviewed within the last few days express themselves as hopeful of a considerable increase in both exports and imports during the coming year.

#### SILK AND OLIVES.

The culture of silk and olives, which plays such an important part in the industries of the Syrian, was much stimulated by the crops of 1902. Although the yield of silk was not up to expectations, it was considerably better than that of the previous year, which was the worst for some time. The olive crop was exceptionally good. Wheat and barley yielded an average crop throughout this consular district. In some parts it was slightly reduced, owing to lack of rain.

## RAILWAYS.

The French Railway Company, which owns and operates the railroad between Beirut and Damascus, is extending its line from the present station, which is located nearly a mile from the business center of the city, to the port. This is a great improvement. All cargo arriving in the harbor of Beirut, destined for points in the interior, is now transferred to the freight station by heavy wagons drawn by from one to five mules over rough streets, which procedure results in much damage to the goods. In consequence of this extension, the Imperial Ottoman Bank, as well as the railway administration, will erect several large buildings in close proximity to the port.

The tramway Libanais is said to have under consideration the establishment of casinos and baths at Djouni, a small coast town 10 miles distant from Beirut. Such an undertaking would not only materially increase the receipts of the railway company, but would also prove a great boon to residents of this city and of surrounding towns. Djouni is a favorite winter resort for many of Beirut's inhabitants.

Tourists are now able to reach the ruins of Baalbeck by a railroad which has been constructed from Ma'allaka, about halfway between Beirut and Damascus, up the valley between the two ranges of the Lebanon Mountains to Homs and Hama, busy cities of 40,000 and 50,000 inhabitants, respectively. The work has been done by the French company which owns the Beirut-Damascus line, and under the same concessions. An important and productive section of Syria has thus been made accessible to commerce. Homs and Hama are two of the largest markets in Syria, and the chief trading places of Bedouins from a considerable area. The commerce between these two cities and the coast has for ages past been carried on by camel caravans, Tripoli being their seaport. Considerable of this trade will now be directed by the railway to Beirut, and Tripoli will suffer accordingly.

At Hama, enormous wheels are used for pumping up the water of the Orontes. They look like miniature Ferris wheels, and turn upon wooden axles without journals. The creaking is continuous and fearful, and no stranger is ever able to sleep in Hama for several nights after his arrival. Small American petroleum engines for pumping purposes should be welcomed there.

## BAALBECK RUINS.

In connection with this new branch line, it may not be amiss to note that the ruins at Baalbeck are now being excavated and restored by German archaeologists who have done much valuable work. They have excavated to the floors temples which were half filled with rubbish, and have cleared the walls to their foundations. They have restored columns and pillars that had fallen in many places; they have built new masonry to sustain old arches, and have repaired much of the damage done by earthquakes. They have also removed all Arab construction so far as possible. All has been done in a careful, conscientious manner, in order to preserve one of the grandest relics of ancient civilization. This concession to excavate at Baalbeck is an extraordinary one, as it allows the excavators to remove to Germany the objects they may recover, without the stipulation that every article of value shall go into the Imperial Museum at Constantinople.

## DAMASCUS-MECCA RAILWAY.

Work on the railway line which the Sultan is building from Damascus to Mecca is slowly progressing. The road is to follow the watershed on the east side of the Lebanon Mountains, and pass through the desert east of the Jordan and the Dead Sea for a distance of about 1,500 miles, through Medina to Mecca, the holy city of all Mohammedans. There are no towns of any importance on the route selected, and there will be little local business. The only traffic will be the transportation of pilgrims, who number between 300,000 and 400,000 a year. The funds for the construction of this railway are being raised by subscriptions, nominally voluntary, from Moslems, and the amount promised up to date is about \$2,000,000, of which not more than three-fourths is said to have been collected. The line is expected to require an expenditure of \$40,000,000. The most difficult obstacle to overcome is the lack of water. There are very few streams on the route, and nearly every one of them is dry more than half the year. The springs are few and capable of sustaining only the present caravan traffic. Fourteen thousand tons of rails and 1,500 tons of screws, etc., from Belgium have been landed at Beirut for the construction of the line, also four small locomotives. It seems that Belgians have secured the contracts to furnish all the necessary material.

## TELEGRAPH LINES.

A telegraph line has actually been completed between Damascus and Mecca, and for a short time worked well. The Bedouins, however, who are opposed to all innovations, soon began cutting the wires and destroying the poles. The present force of soldiers stationed along the line to guard it is insufficient, and until reinforcements are received, the line can not be operated.

## CARRIAGE ROADS.

The carriage road between Beirut and Sidon has lately been opened for traffic. A company has been formed to run daily coaches for the accommodation of travelers between these two cities. As nearly all the silk and a great part of the fruit produced at Sidon is consumed in Beirut, the carriage road will materially reduce freight rates and also bring the fruit to the local market in a more satisfactory condition. Formerly, it was carried on camel back over rough paths.

## STEAMSHIP LINES.

The severe quarantine regulations against Egypt, which have existed in the Turkish Empire the past summer, caused the new direct line of steamers for America (Hamburg-American and Deutsche Levante Linie) to abandon the schedule originally planned. Instead of calling at Alexandria on all outward trips, the vessels have avoided visiting Egypt altogether. Freight for Beirut and other towns on the Syrian coast shipped via this line from the United States has been transhipped at Malta for Alexandria, and sent thence to Beirut. Not many advantages have therefore been realized by Syrian importers of American products on the new line, as these several transshipments are frequently slow and unsatisfactory.

The Prince Line has, during the present month, added its vessels to the steamships calling regularly at this port with a direct fortnightly service between Marseilles and Beirut. The principal object in this undertaking is to catch the numerous emigrants who are constantly departing from Syria for the two American continents. The Messageries Maritimes Company will find a formidable competitor in the new line, as the latter has reduced its emigrants' rates nearly one-third.

It is rumored that the Messageries Maritimes Company will soon establish a weekly direct line between Beirut and Constantinople. This service is at present fortnightly, but the business seems to warrant more frequent sailings. Especially when arrivals from Egypt are subjected to several days detention in quarantine is the traffic heavy, as nearly all passengers from England and Europe for Syria and Palestine choose the northern route in order to escape the quarantine.

#### TURKISH MERCHANT MARINE.

The condition of the Turkish merchant marine is deplorable. The steam vessels of the fleet are few, ancient, and of second-hand purchase from foreigners. They are mainly engaged in transporting pilgrims, troops, and Government supplies. Half a dozen have, within the past year, landed building material at this port for the construction of the Damascus-Mecca Railway. Shipping in Turkish bottoms is carried on in small sailing craft varying between 20 and 60 tons capacity. No vessel sailing under the Turkish flag calls regularly at this port.

#### FARMING MACHINERY.

The introduction of American farm implements bids fair to revolutionize the farming industry in this part of the world. A Chicago implement house, one of the largest in the United States, dispatched, last autumn, its representative, who is himself a Western farmer, to the Levant. His efforts have been crowned with success. From Syria up through Asia Minor as far as Constantinople, his machines have been busy this past season reaping the grain and exhibiting their wonders to the people. The first of these reapers in Syria was operated on a field in the suburbs of Beirut. The local agent of the machine company invited several Turkish officials and some of the wealthy native residents of Beirut, who own large tracts of land in the interior, to be present. The swarthy Bedouins who were guarding their flocks of sheep in an adjacent pasture came rushing over when they saw the long, shaking wings of the reaper slowly rise and fall, sweeping the cut grain from the platform of the machine and leaving it in neat bundles on the field. The Bedouins objected to the clean work done, for they have since time immemorial been permitted to follow in the tracks of the person wielding the scythe and gather the few straws and grains which might purposely be left for their benefit. That the machines did their work well and to the full satisfaction of persons present goes without saying. The 20 reapers shipped to the agent were soon disposed of in Coele-Syria, a broad and fertile valley lying between the Lebanon mountain ranges. The introduction here of up-to-date farm machines would seem to mark the beginning of a new era in these ancient regions. There are exceptional opportunities offered throughout Syria for all kinds of modern tools used in tilling the soil.



Mr. Michel J. Nasser, who is agent for the reapers just mentioned, no sooner had his shipment from America fairly under way than he ordered a 12-horsepower steam engine and grain separator from an Indiana firm. This outfit, accompanied by an expert American machinist, arrived here some eight weeks ago. It is the first thrashing machine ever seen in Syria. Thrashing has heretofore been conducted in a most primitive way. Since man first began to separate the grain from the straw, oxen and the flail have been the only methods of thrashing known to the peasant of Syria and the Holy Land. The waste resulting from these old-fashioned methods is of no small account, to say nothing of the dirt scattered among the grains by the patient ox on his never-ending rounds. With the improved American thrasher, this waste and filth is all done away with. The grain is emptied into the sacks in a clean and healthy condition, and the straw, which furnishes practically the only supply of food to the camels, horses, and other live stock, is free from the many impurities resulting from the ancient system of thrashing. The engine and separator were sold to a native of Beirut who owns large tracts of land in Coele-Syria, and he has placed several orders with American firms for such other improved machinery as will tend to make his farm a model in these parts. The engine will not only furnish power to the thrasher, but will also operate milling and pumping machinery.

As will be seen by the report of United States Consular Agent Schumacher, the present year has also witnessed a decided improvement in the agricultural methods in the territory adjoining Haifa, and there would seem to be good reason for the hope that this beginning will in time revolutionize the farming industry in Syria and Palestine.

#### AMERICAN GOODS.

It gives me much pleasure to report that several American export firms, also foreign houses handling American goods exclusively, have put Beirut on the regular itinerary of their traveling representatives. At the present time, I know of half a dozen salesmen who are expected to visit this city the coming year to solicit orders for goods of American manufacture. It will bear repetition to state that an agent provided with samples can accomplish more in these regions in a week than catalogues and correspondence can in a year. No native merchant buys from illustrations—he wants to see and feel and carefully examine the article itself before purchasing.

As has been stated in former reports from this office, the most serious obstacles to the extension of American trade in this district are the terms of payment demanded by United States exporters and the absence of direct steamships. When the European representative of a large New York commission house visited this city for the first time last autumn, I had the pleasure of taking him to all the leading importers of Beirut. They all expressed themselves as delighted at meeting an American commercial traveler, and promised to come in person to examine the stock of samples which he carried. The prospects for large orders seemed good, but when the question of arranging for terms of payment came up for discussion, several merchants found that they could not comply with them. The traveler in question, however, received several small orders, amounting to some three or four thousand dollars, mostly for leather, shelf hardware, and agri-

cultural machinery. I have frequently had occasion to see the sample displays of European salesmen calling at this port, and have carefully examined the various lines of goods offered. They are made especially for the Levantine trade, and are manufactured after years of study of the wants and needs of the Levantine people. But the difference between the above-mentioned American samples and those of the Europeans was in most instances quite significant. The latter seemed to bear the stamp of cheapness and inferiority when put alongside of those marked "Made in U. S. A." All the local merchants who saw the sample exhibition of the New York traveler readily agreed that American goods showed themselves to be of much superior quality and workmanship.

Another American export commission house sends yearly a traveler with an extensive line of samples, especially hardware, to this city. He usually takes orders to the amount of \$2,500 to \$3,000, and visits several of the smaller towns, including the island of Cyprus, on his trips. The principal orders are for leather, hardware, and clocks.

#### MEAT TRADE.

A large meat and pork packing establishment of Chicago dispatched last spring a representative to Egypt and Turkey, to look into the possibilities for regular business. American tinned meats find a comparatively ready market on a small scale in Turkey, but our ham is under the ban. The bulk of the ham imported, however, is American, although it does not bear the stamp. Large quantities of Chicago pork products are annually shipped in the brine to England, where they are smoked and cured and from there scattered broadcast throughout Europe. Upon reaching Turkey the article is freely admitted, as it does not carry the American mark. Very little pork is eaten by the natives of this country, and a live pig is a novelty. The few that exist are razorbacks. Many of the foreign families residing here purchase excellent hams from Russian steamships, which make regular calls at this port.

#### COTTON GOODS.

England continues to furnish the total of the cotton importations into Syria. While American sheetings and drills have gained a foothold in some parts of Turkey, Beirut importers have not as yet mustered up sufficient courage to place our cotton goods on the market in competition with products of Manchester. Trial shipments will, however, soon prove here, as well as elsewhere, that United States cotton mills are competent to turn out a grade of goods that can compete in price and quality with the far-famed Manchester stuffs.

#### COMMERCIAL TRAVELERS.

The general regulations governing all travelers apply also to commercial men visiting this country; no license is required.

#### IMPORTS FROM UNITED STATES.

Although statistics show a slight decrease in the imports from the United States at Beirut in the past year, there has really been satisfactory progress made. An overstock of wire nails imported in 1900

put a temporary stop to the importation of that article, which therefore does not appear in the statistical returns for the fiscal year ended June 30, 1902. The same observations apply to structural iron. Next year will no doubt show a decided increase in most lines of American goods, which experience has proved can be sold here in spite of the difficulties above referred to.

WILLIAM C. MAGELSEN,  
Vice and Acting Consul.

BEIRUT, September 20, 1902.

*Imports at Beirut for the year ended June 30, 1902.*

[Amount of duties, 8 per cent.]

Articles.	Quantity, U. S. meas- urement.	Value, U. S. currency.	Countries whence imported.
Caps.....		\$97,300	Austria, Germany.
Clocks and jewelry.....		48,600	Switzerland, France, Belgium.
Cloth and clothing.....		114,300	Germany, England, Italy.
Coal, patent fuel..... tons..	19,184	153,400	England.
Coffee..... pounds..	1,584,330	176,400	Arabia, England, France.
Copper and brass..... do..	383,900	76,700	France, England, Austria, India.
Cotton goods and woollens.....		4,100,700	England, France, Germany, Austria.
Drugs and groceries.....		183,000	Europe, United States.
Glass and china ware.....		64,000	England, France, Austria, Germany, Belgium.
Hardware.....		110,100	Europe, United States.
Indigo..... pounds..	155,320	114,500	India.
Iron and steel..... do..	3,808,860	83,500	Belgium, England, Sweden.
Leather.....		160,600	France, Russia, Germany, United States.
Petroleum..... cases..	200,000	200,000	Russia.
Rice..... bags..	28,000	128,900	England, Italy, Egypt, Japan.
Silk goods.....		253,000	France, Italy.
Spirits, wine, and beer.....		82,700	Germany, France, England, United States.
Stationery.....		107,000	Austria, France, Italy.
Sugar..... pounds..	10,788,990	238,800	France, Austria, Egypt.
Timber.....		138,900	Austria, Anatolia.
Yarn and thread.....		282,200	England, Germany, Italy.
Miscellaneous.....		1,990,400	Various countries.
Total.....		8,950,000	

*Exports from Beirut for the year ended June 30, 1902.*

Articles.	Quantity, U. S. meas- urement.	Value, in- cluding costs and charges, U. S. cur- rency.	Countries whither exported.
Apricot kernels..... pounds..	440,000	\$22,000	Europe and Turkey.
Barley..... do..	13,779,430	184,200	Arabia, Europe.
Bitumen..... do..	232,210	7,500	United States and Europe.
Cocoons..... do..	108,680	88,900	France and Italy.
Curiosities.....		18,500	Europe and United States.
Dried fruits.....		37,900	Egypt and France.
Hides and skins.....		53,500	France and England.
Licorice root..... bales..	5,000	17,000	United States and Europe.
Olive oil..... pounds..	338,900	17,400	England and Egypt.
Silk thread..... do..	683,430	2,609,400	France and Italy.
Silk and cotton mixed.....		50,000	Turkey and Egypt.
Soap..... pounds..	449,810	35,200	Egypt.
Tobacco..... do..	260,590	25,300	Do.
Waste silk.....		50,000	France and Italy.
Wool..... pounds..	1,835,900	201,100	United States and Europe.
Woolen and cotton stuffs.....		36,500	England and Egypt.
Miscellaneous.....		195,600	Various countries.
Total.....		3,650,000	

*Imports and exports between Beirut and the United States for the year 1902.*

Articles.	Imports.	Exports.
Agricultural machinery .....	\$10,023.00	
Arabian mare.....		\$1,029.15
Beer .....	3,500.00	
Bitumen (crude) .....		5,750.99
Books and stationery .....	5,541.77	
Books (Arabic) .....		27.42
Boots and shoes.....	1,125.00	
Carpets .....		28.24
Clothing (ready-made) .....	1,015.45	
Cotton and woolen cloth .....	10,230.00	
Cotton lace .....		9,687.98
Drugs .....	590.00	
Fossils .....		204.49
Furniture .....	2,499.52	
Goatskins .....		287.24
Hardware .....	7,283.00	
Household furniture.....		270.82
Leather .....	1,415.00	
Liquors .....		19.80
Oriental antiquities.....		147.09
Oriental sundries .....		4,257.50
Personal effects .....		328.38
Phonographs .....	4,250.00	
Provisions .....	1,703.40	
Provisions (Syrian) .....		7,277.37
Rugs .....		471.68
Sewing machines .....	38,360.00	
Tobacco .....		29.39
Wool .....		4,608.64
Miscellaneous.....	7,944.00	
Total.....	96,430.14	34,270.56

## HAIFA.

### TRADE WITH UNITED STATES.

The total value of imports from the United States at Haifa during the year ended June 30, 1902, was \$6,010. For the same period the exports to the United States were valued at \$4,165.79. Among the articles imported were hardware, dry goods, saddlery ware, canvas, oilcloth, leather, 4 carriages, and 26 reapers and binders.

### AGRICULTURAL IMPLEMENTS

Most of the agricultural implements have been purchased by German and Jewish colonists; a few native landowners used for the first time American reapers, and have been well satisfied with them. These machines could readily be sold if cheaper, but, being imported via Hamburg, they cost at Haifa not less than \$100.

German farmers in this district have been engaged this year for the first time to cut the wheat and barley of native owners of land in the adjacent plains. They used American reapers with excellent success. The rate paid was \$8 a day, including the use of 2 pairs of horses. It is thought that this method of cutting grain will eventually result in replacing, in all parts of the country, the primitive reaping by hand which has been in vogue since the days of Abraham.

It is, therefore, imperative that the price of the excellent American reaper should be reduced.

Importers at Haifa of American agricultural implements are Messrs. Unger and Herrmann, Struve & Beck, A. Dück & Co. The establish-

ment of a sample store, which I have repeatedly recommended to export firms, would in this case, as in others, prove profitable.

#### GENERAL TRADE.

Articles exported to the United States are lace, olive oil, soap (castile), samples of liquors, wine, and native lard.

The imports from other countries amounted in value to about \$639,479, and consisted mainly of turpentine, coal, cement (Portland), coffee, tea, dry goods, flour, forge iron, liquors, lumber, porcelain, petroleum (Russian), petroleum motors, rice, silk cloth, sugar, salt, spirits of wine, and tiles for roofing.

The imports of German petroleum and benzine motors for grinding mills are increasing.

The exports to Europe and Egypt amounted in value to \$1,446,895, and consisted chiefly of barley, beans, cheese (native), charcoal, lentils, maize, olive oil, pease, sheepskins, sheep guts, sesame, St. John's bread (locust fruit), wheat, wine, wool (sheep), and yolks of eggs.

The export of olive oil to the United States is increasing. Quite a number of samples of wool, liquors, goatskins, lace, sweetmeats, etc., have been sent to America, with the object of opening trade with that country.

#### AGRICULTURAL CONDITIONS.

Agricultural conditions during the year 1901-2 have been fairly good. The wheat crop in Hauran, the Esdraelon and Acca plains, and along the seashore has been abundant. The olive crop promises to be a good one this fall.

#### QUARANTINE REGULATIONS.

Trade and industries suffered during last year very considerably in consequence of quarantine restrictions against Egypt and Russia.

#### HAIFA-DAMASCUS RAILWAY.

The Haifa-Damascus Railway (an English company) is at a standstill and will probably be taken over very soon by the Turkish Government, which wishes to combine it with the Hejjaz Railway to Mecca. This pilgrim road is progressing satisfactorily. I visited it in June last and was astonished to find it completed, including rails and all bridge work, to Es Sanora, a place 47 miles south of El Mzerib, in Hauran. Earthworks and culverts are finished to Kalat ez Zerka, nearly 60 miles from El Mzerib, and a good deal of work done to 'Amman, the renowned ruin, 75 miles south of El Mzerib. In August, 1903, the Hejjaz line will be completed, ready for traffic, to a point called Iizeh, some 6 miles farther, or 145 miles from Damascus. The railway is of narrow gauge of 3½ feet. The masonry is of the local hard stone.

#### COLONIZATION.

The purchase of land for Jewish colonization in Galilee is still increasing, under the auspices of the Jewish Colonization Association.

## SOAP.

In the American-German, or "Temple," colony near Haifa, a soap factory was erected in 1875. The firm, Struve & Co., consists of two American citizens, Messrs. Andrew Struve and George Scheerer. From a very small beginning the factory has now a capital, invested in real estate and stock, of \$26,000. The value of the annual output amounts to \$12,000. Five to 16 workmen are employed, according to the season, among whom are 4 American citizens. The wages of these workmen vary from 28 cents to \$1 a day of ten hours.

The main export of this firm (white Castile soaps) goes to New York City. Three large cisterns for olive oil have lately been built, with a view to increasing the company's trade in pure and refined olive oil with the United States.

GOTTLIEB SCHUMACHER,  
Consular Agent.

HAIFA, September 30, 1902.

*Imports at Haifa for the year ended June 30, 1902.*

Articles.	Quantity. U. S. meas- urement.	Value in U. S. cur- rency.	Amount of duties. <sup>a</sup>	Countries whence imported.
Benzine and turpentine ..	79,435	\$11,713.00	\$937.04	England, Germany, Austria.
Carriages, vehicles... pcs..	4	1,200.00	96.00	United States.
Cement.....pounds..	545,172	2,433.00	194.64	France.
Coal.....do.....	4,061,230	18,085.00	1,446.80	England, Egypt, Turkey.
Coffee and tea.....	459,750	73,074.00	5,845.90	South America, France, Austria.
Dry goods and hardware ..	1,004,970	108,301.00	8,264.08	United States, England, Germany.
Farming machinery and mills. <sup>b</sup>		5,120.00	60.00	United States, Germany.
Flour.....	1,262,192	45,078.00	3,606.20	Germany, France, Austria, Russia.
Forge iron.....	69,882	24,957.00	1,996.50	England, Germany, France, Austria.
Leather.....	67,102	33,551.00	2,684.10	France, Austria, Italy.
Liquors (wine).....	49,973	17,847.00	1,427.80	Do.
Lumber.....		21,000.00	1,680.00	Austria, Russia, Turkey.
Motors, petroleum.....	3	2,400.00	192.00	Germany.
Petroleum.....	223,215	9,964.00	797.10	Turkey, Russia.
Porcelain.....		9,154.37	732.30	Germany, France, Austria.
Rice.....	3,192,587	114,019.00	9,121.50	England, Italy, Egypt.
Salt.....	2,101,992	18,767.00	1,501.50	Turkey.
Silk cloth.....		23,031.00	1,842.50	United States, France, Austria.
Spirits of wine.....	118,835	8,488.00	679.00	Austria.
Sugar.....	2,151,517	76,839.00	6,147.10	France, Austria, Russia, Egypt.
Tiles for roofing.....		8,996.00	719.70	France.
Various articles, small hardware, hoop irons, etc., glass.		11,662.50	932.90	Austria, France, Italy, Germany.
Total.....		639,479.87	50,904.00	

<sup>a</sup>Eight per cent, except farming machines.

<sup>b</sup>No duty.

*Exports from Haifa for the year ended June 30, 1902.*

Articles.	Quantity, U. S. meas- urement.	Value, in- cluding costs and charges, U. S. cur- rency.	Countries whither exported.
Albumen.....	17, 912	\$716. 00	Germany, France.
Barley.....	1, 140, 187	8, 144. 00	France, Turkey.
Beans.....	1, 421, 787	13, 964. 00	Do.
Bones.....	246, 760	1, 238. 00	England.
Charcoal.....	2, 357, 575	11, 787. 00	Turkey.
Cheese, native.....	117, 907	7, 074. 00	Do.
Lace, native needlework.....		289. 99	United States.
Lentils.....	2, 708, 624	40, 629. 00	France, Turkey.
Maize, durrah.....	92, 807, 620	582, 564. 00	England, France, Italy, Egypt.
Olive oil.....	3, 600, 620	288, 601. 00	United States, England, France, Aus- tria.
Pease.....	6, 953, 584	69, 585. 00	England, France, Italy.
Sheepskins.....skins.....	206	88. 00	Turkey, France.
Sheep guts.....		160. 00	France.
Sesame.....	9, 228, 428	30, 840. 00	England, Germany, France, Italy, Austria.
Soap.....	74, 083	5, 922. 00	United States, England, Germany, Austria.
St. John's bread (locust fruit).....	2, 970, 960	28, 709. 00	England, France, Italy.
Vegetables and fruits.....	656, 653, 080	131, 130. 00	Egypt.
Wheat, from Hauran.....	11, 504, 625	172, 569. 00	England, France, Italy, Austria, Egypt.
Wine.....	1, 159, 452	44, 738. 00	United States, England, Germany, France.
Wool, sheep.....	75, 986	5, 315. 00	England, France, Italy.
Yolk of eggs.....	30, 884	1, 863. 00	Germany, France.
Total.....		1, 446, 896. 99	

*Imports and exports between Haifa and the United States for the year ended June 30, 1902.*

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Dry goods and hardware.....		\$670		
Lace, native needlework.....				\$239. 99
Lard, native.....pounds.....			412	90. 00
Liquors and wine.....				218. 88
Machinery, farming (26 reapers and binders, etc.).....		8, 120		
Oil, olive, refined.....gallons.....			596. 4	621. 13
Saddlery ware, canvas, oilcloth, leather. ....		1, 020		
Soap, white castile.....pounds.....			34, 668. 4	2, 945. 79
Vehicles, carriages.....		1, 200		
Total.....		6, 010		4, 165. 79

## TRIPOLI.

*Imports at Tripoli for the year ended June 30, 1902.*

Articles.	Quantity, U. S. meas- urement.	Value, U. S. currency.	Countries whence imported.
Coffee.....tons.....	95	\$21, 000	Arabia and Italy.
Cereals (flour).....		375, 000	Turkish ports and France.
Cotton thread.....bales.....	7, 200	360, 500	England,
Dry goods.....		257, 500	England, Germany, and France.
Hardware, iron beams, etc.....		157, 500	England, Germany.
Petroleum oil.....cases.....	114, 212	96, 500	Russia.
Rice.....		37, 500	India, Egypt, Italy.
Stationery.....		33, 500	Austria, Germany.
Sugar.....		148, 750	Russia, Austria.
Salt.....		63, 350	Turkey and Cyprus.
Sundries.....		375, 000	
Tiles, roof and floor.....		100, 000	France.
Total.....		2, 016, 100	

*Exports from Tripoli for the year ended June 30, 1902.*

Articles.	Quantity, U. S. meas- urement.	Value, in- cluding costs and charges, U. S. cur- rency.	Countries whither exported.
Lemons and oranges ..... cases..	240,000	\$230,000	Germany, Russia, and Turkey.
Licorice root .....		85,500	England and France.
Pease, dried ..... tons..	270	15,000	France, Turkish ports.
Skins, cow, goat, sheep ..... 40,000		65,450	France, Italy, and Germany.
Soap ..... tons..	677	119,400	Egypt and Turkish ports.
Silk, raw ..... do.	63	600,000	France.
Silk cocoons ..... do.	90	250,000	Do.
Sponges .....		50,000	Greece and Austria.
Wool .....		875,800	United States, Germany.
Sundries .....		100,000	
Total .....		1,832,150	

*Exports between Tripoli and the United States for the year ended June 30, 1902.*

Articles.	Value.
Butter .....	\$143.92
Cotton lace .....	275.02
Silk and cotton goods.....	5,137.98
Goatskins .....	1,584.42
Wool .....	149,556.55
Total .....	156,697.89

IRA HARRIS, *Consular Agent.*

### DAMASCUS.

*Exports between Damascus and the United States for the year ended June 30, 1902.*

Articles.	Amount.	Value.
Arms.....	7 cases .....	\$1,047.83
Brass and copper work .....	88 cases and 8 barrels.....	8,384.30
Manufactured silk, cotton, and linen goods .....	156 cases and 16 packages .....	29,627.99
Needlework .....	8 cases, 1 bale, and 14 packages .....	571.67
Provisions .....	15 cases, 24 barrels, and 417 packages .....	9,363.01
Rugs .....	3 cases and 4 bales .....	1,925.70
Sundry goods .....	15 cases and 8 barrels.....	897.85
Woodwork .....	41 cases .....	4,539.90
Wool .....	1,043 bales .....	123,264.35
		179,561.60

NASEF MESHAKA, *Consular Agent.*

### HARPUT.

There has been no material change in the industrial and commercial conditions of this district since the report for the year 1900-1901. The district comprises the two vilayets of Diarbekir and Mamouret-ul-Aziz, both largely pastoral and agricultural. Public security in the former vilayet is even less assured than during the preceding year, and trade has suffered correspondingly. The commerce of this whole



region continues to be affected by this condition of affairs, but still more so by the arbitrary restrictions on the movement from one place to another of the Armenian merchants, who constitute the bulk of the trading class. Permits to journey outside of the vilayet of residence are obtained with great difficulty, on furnishing heavy guaranties, and travel to the capital is practically prohibited. It is not difficult to form an idea of the consequent stagnation which exists in the commercial interests of the district. Increased taxation, and increased rigor in the collection of taxes, with a consequent steady drain of cash toward the capital, tend to diminish notably the amount of circulating medium and restrict exchanges.

Despite these untoward conditions, much has been done to establish and develop trade relations with the United States. Agencies are opened for different articles of American manufacture, and the prospect is favorable for the healthful development of direct trade in a variety of articles.

An interesting result of the establishment of this consulate at the beginning of 1901 has been the steady growth of direct exportations to the United States. Various products of the region have hitherto found their way ultimately to America after purchase by merchants at Marseilles or Constantinople, or in the seaports of Anatolia. I have endeavored to place the exporters of the region in direct communication, as far as possible, with American houses. A steady and rapidly growing trade in rugs, skins, and sausage casings has been established.

The invoices certified by this consulate during the calendar year 1901 numbered 7. The issuance of 5 invoices during the past week indicates the rate of growth.

#### CROPS.

The yield of cereals in 1902 is slightly below that of 1901. The deficit is more pronounced in the vilayet of Mamouret-ul-Aziz. The cotton crop of 1901 was seriously below the average yield in both quality and quantity. The outlook for the crop of 1902 is even worse. The prospects for the products of the vineyards and orchards during the current year are fair. The yield of silk, wool, skins, and other products of animal origin, is satisfactory. There has been a very marked rise in the cost of crude sausage casings, since direct importation to America has been established.

#### FUEL.

The steady destruction of the few remaining forests of the country renders the fuel question more and more serious each year. Franchises are still withheld to exploit the extensive deposits of lignite and coal of inferior grade, occurring at different points in the district. It is greatly to be regretted that the abundant sources of water power are almost entirely neglected. Sufficient motive power is available to render this a magnificent manufacturing region, when the necessary factors of security, cheap transportation, capital, and enterprise are secured.

#### CONSULAR CORPS.

In addition to the United States consul at Harput, France is represented by a vice-consul at Diarbekir; Great Britain is represented by a vice-consul at Diarbekir, who spends five months of the year at

Harput; and Persia is represented by a consular agent at Harput. Early in 1901, Russia appointed a consul at Harput; the consul never appeared to establish the consulate; recently, the Russian Government decided to transfer the office to Bitlis, capital of the neighboring vilayet of the same name.

#### CURRENCY AND BANKING.

There is no paper money. Commercial transactions are based upon the Turkish lira, or pound, of 100 piasters gold (\$4.40), or more frequently upon the silver piaster (4.074 cents). The Turkish lira of gold is valued at 108 piasters in silver. One dollar is worth 22.7273 piasters gold, or 24.545 piasters silver.

The English pound is received at 109.25 piasters gold. The French 20-franc piece is accepted at 87 piasters gold. Foreign checks are usually upon London. Bankers sell them at 110.25 piasters gold per pound sterling, and buy them at 110 piasters during the current month. During the year, there are slight fluctuations in the quotations. No banks or branches of banking houses have yet been established at Diarbekir or Harput. There are, however, many money changers and small bankers who buy and sell checks upon Constantinople and London. At Harput, there is an agent of the American Express Company who does an extensive business.

Remittances of money from the United States are now about \$155,000 per annum. The annual amount has reached \$500,000 during recent years. The ordinary rate of interest here is about 12 per cent. Traders, in dealing with Constantinople and other wholesale centers, usually remit one-half of the value of merchandise with the order and give notes for three or four months for the remaining half.

#### LICENSES FOR COMMERCIAL TRAVELERS.

There are no charges for licenses for merchants or commercial travelers.

#### AGRICULTURAL BANKS IN TURKEY.

The Empire of Turkey possesses an extensive system of agricultural banks under Government management, the purpose of which is to furnish small loans to farmers. The capital is provided by a light annual tax on agricultural property. Principal agencies have been established in sixty-five cities, capitals of vilayets (provinces) or counties (sanjaks), and there are 803 branches in less important places.

Loans for the purpose of improving farms and purchasing implements and stock are made on satisfactory security, chiefly real estate. The rate of interest is 6 per cent per annum.

Theoretically, this system is an excellent one, but its effectiveness is hampered by two causes—the formality necessary to borrow even small sums, and the requisitions made for forced loans from the capital of the banks by other branches of the Government.

The last annual report of the banks for the financial year ended March 13, 1899, has just appeared and contains the following summary of operations.

At that date (March 13, 1899), the capital amounted to \$12,642,090, of which 84 per cent, or \$10,619,355, was loaned to farmers.

During the year, the banks loaned to 90,536 individuals sums amounting to \$2,621,400—an average of \$29 for each loan.

This average is a forcible illustration of the humble scale upon which agricultural progress in Turkey is based. Over 96 per cent of the loans were made upon real estate security; the remaining 4 per cent were on personal guaranties.

The branch bank located at Mezreh, the chief city of this province, makes all loans on property in the territory adjacent to Harput and Mezreh. Other branches at Malatia, Arabkir, and Eghin, supply the needs of the remoter portions of the vilayet.

The branch at Mezreh, in the past year, increased its capital by £1,700 Turkish (\$7,480), received from taxation. Some 350 borrowers secured loans amounting to £4,000 Turkish (\$17,600). The average loan at Mezreh is about \$50, and the average duration of a loan five years.

#### TRADE CONDITIONS IN THE VILAYET OF DIARBKIR.

The import trade centers entirely in the city of Diarbekir. As the vilayet is agricultural and pastoral, the purchasing ability of its population depends chiefly upon the harvest results and the condition of pasturage.

#### AGRICULTURE.

The crops of 1901 and 1902 were abundant: Good crops in adjoining regions in 1901, caused a slackened demand for cereals. As the vilayet produces ordinarily a considerable excess of grain, it frequently exports large quantities to other districts, especially to Mosul and the Southeast by raft on the Tigris. There are indications of an increased demand for the surplus grain during the next few months from the outside.

#### MINING—COPPER.

The deposits of silver, coal, and sulphur at various points of the vilayet, remain practically unworked. The lead mines are exploited on a very limited scale. The fine copper deposit at Arghani Maden, between Harput and Diarbekir—the most valuable copper mine in Turkey—is being steadily worked, and there is a slight increase in the output. The ore, which is a mixture of copper pyrites and iron pyrites, contains on an average:

	Per cent.
Copper .....	30
Iron .....	40
Sulphur .....	30

The deposits underlie a surface of about 3 acres. They have been worked for several centuries, but the methods of extraction still remain of the most primitive character. There seems to be a noticeable increase in the percentage of copper as the galleries descend more deeply. The ore as extracted is broken into fragments with hammers, and roasted in the open air. The oxidized product is then conveyed to the smelting works—which are Government property—where five reduction furnaces are rented to the miners. These smelting furnaces yield a matte containing 90 per cent of copper. No attempt is made to refine this. It is transported to Alexandretta, and there sold, to be shipped to English refiners, a small portion going also to France.

This crude copper is purchased exclusively at the smelting works by a Government official, who pays for it at the obligatory rate of \$2.87 per 100 pounds (2 piasters per oke).

The mining and smelting occupy some 600 workmen. Contractors and skilled miners are mostly Greeks by race, originally from Trebizond. Ordinary workmen are secured amongst the surrounding Kurds, Armenians, and Turks. They earn 24 to 32 cents daily. Skilled miners gain 60 to 80 cents daily.

About \$132,000 annually is paid for the crude copper. This brings into the town of about 7,000 inhabitants an annual amount of cash quite exceptional for a place of its size in the Orient. A few years since, the Government agent paid double the price now given for the crude copper. Complaints are frequent against the existing rate, especially since the cost of the fuel required for smelting has rapidly advanced as the neighboring mountains have been denuded of their forests. Most of the wood used in the roasting and smelting is transported on donkeys from forests over 25 miles distant. It sells at 18 cents per 100 pounds delivered at the mine. The price has doubled within three years.

The ingots of crude metal are transported by camel to the port of Alexandretta, at an expense of 88 cents per 100 pounds. At Alexandretta, during the past year, the crude metal, containing 90 per cent, has been sold at the rate of 11.3 cents per pound.

As the annual product exceeds 2,500,000 pounds, it is evident that the Imperial Government gains a handsome revenue from this mine. It is, however, but a fraction of what could be gained by the introduction of modern machinery and methods.

#### TRANSPORTATION.

A wagon road leads from the city of Diarbekir to Samsoun. The bulk of the traffic is, however, by camel or pack-horse train, and requires on an average one hundred and forty-four hours of actual travel. The bridle path to Alexandretta on the Mediterranean requires, on an average, one hundred and eight hours of travel. Most of the traffic is by this route. Freight rates are usually 1.9 cents per pound by the former route and 1.4 cents per pound by the latter. A certain amount of freight, chiefly grain, is sent to Mosul, Bagdad, and other towns on the Tigris, by "keleks", rafts composed of inflated sheepskins. These are quite buoyant, and carry heavy loads, which are floated to their destinations. Thence, the light packets of deflated skins are transported by animals to the ports of origin.

#### COMMERCIAL RELATIONS.

The merchants of Diarbekir purchase almost exclusively from wholesale houses at Constantinople, Aleppo, and Beirut. There are practically no dealings direct with manufacturers in any foreign country. The same condition of affairs exists with regard to exportations, nearly all transactions being done through commission agents. The Singer Sewing Machine Company, however, has its own agency in the city of Diarbekir, and within the past few months, the direct exportation of goatskins, sausage casings, and rugs to the United States has begun.

There is a certain amount of trade with India through Bagdad houses. Unfortunately, during the past year, both the river route to Mosul and Bagdad and the main caravan route to Aleppo and Alexandretta have been rendered extremely unsafe by Kurdish brigands. Several valuable caravans have been plundered, and as a result trade has suffered severely. Formerly, caravans from the coast arrived almost daily; now, they rarely exceed three or four a month, and are accompanied by strong escorts. The result is a marked decrease in both the imports and the exports of the vilayet.

Among miscellaneous trade notes, the following are the most important:

*Candles.*—The annual import is valued at \$3,700. France supplies 75 per cent of this amount; Belgium the remainder. It would appear that a large Belgian house will shortly monopolize this trade. Candles manufactured at Constantinople have been introduced, but the quality was so inferior that few sales could be made.

*Cotton yarn.*—Diarbekir imports cotton yarn from England to the annual amount of 720,000 pounds, valued at \$178,000. The favorite brands are those of "Mac Lore" and of "Hombart" from Manchester. A spinning mill at Adana sells here annually 300 bales of yarn, valued at \$16,100. Numbers 14 and 24 are chiefly in demand. They sell at \$1.92 per packet of 10 pounds. Purchasers dye the yarns with aniline dyes to suit their requirements.

*Handkerchiefs.*—These are largely used for head coverings. They are rolled together to form turbans. A Kurd will frequently incorporate a score of handkerchiefs into his turban, so that the total weight, including the fez, exceeds 2 pounds. These handkerchiefs, of light cotton cloth, were formerly imported from Switzerland; now, they are brought from Tokat, near Sivas. Diarbekir importers dye them in rather loud colors, to suit the local taste. Pocket handkerchiefs, both white and in colors, are imported from England. The annual value is \$6,700.

*Paper.*—Cigarette paper to the annual value of \$6,000 is imported from a single house in Trieste. The sheets measure 20 by 50 inches and cost 17½ cents per 100 sheets. The customary writing paper, of very inferior quality, is imported in about equal amounts from Germany and Italy. The annual value is \$5,200. Wrapping paper to the value of \$600 is imported from Trieste and from Marseilles.

*Matches.*—Diarbekir imports matches to the value of \$32,000. Four-fifths are of Austrian origin, the remainder are Italian.

*Spices.*—There has been a notable shrinkage of 40 per cent in the value of spices imported during the past year from India, due to the lack of security on the route from Bagdad to Diarbekir.

*Valonea.*—There was a serious failure in this crop, and a consequent deficiency in the export of about 70 per cent.

*Mohair and wool.*—Exports have diminished about 10 per cent. This results from the unsettled condition of the pastoral region in the southeast portion of the vilayet.

*Silk.*—Sericulture, recently introduced, grows steadily, and will become an important industrial factor in the vilayet. The raw silk is partly exported to adjoining vilayets, partly woven in the vilayet itself. Silk factories lately established are doing a profitable business.

*Cotton fabrics.*—The local industry, which uses yarn imported from England, is steadily diminishing. It is found difficult to compete with European cottonades.

*Statistics.*—The population of the vilayet is 471,000, of whom about 335,000 are Moslems, and the remainder chiefly Christians. The area of the vilayet is 18,074 square miles, giving a distribution of 26 to the square mile. The financial condition of the vilayet for the past year is approximately as follows:

<b>Revenue:</b>	
Tithes .....	\$353,000
Sheep tax .....	176,000
Military exemption tax .....	71,000
Customs dues .....	44,000
Other sources .....	283,000
<b>Total .....</b>	<b>927,000</b>

<b>Expenditure:</b>	
Contribution to Fourth Army Corps .....	265,000
Local expenditure .....	243,000
Contribution to ministry of war .....	111,000
Contribution to ministry of finance .....	68,000
Contribution to ministry of marine .....	31,000
Contribution to ministry of civil list .....	21,000
Local military and police .....	132,000
<b>Total .....</b>	<b>871,000</b>

*Commercial movement of the vilayet.*—The following are the approximate figures for the imports and exports of the vilayet:

*Imports into the vilayet of Diarbekir during the year 1901.*

[Austria in these tables denotes the dual monarchy, Austria-Hungary.]

Articles.	Quantity.	Value.	Country or place of origin.
<b>From foreign countries:</b>			
Calicoes .....	pounds.. 800,000	\$223,000	United Kingdom.
Cotton yarns .....	do.... 720,000	178,400	Do.
Hardware .....	.....	133,800	France, Germany, Austria.
Woolen goods .....	.....	71,400	Do.
Petroleum .....	cases.. 28,000	62,500	Russia.
Prints:			
Calico .....	yards.. 850,000	62,500	United Kingdom.
Cotton flannel .....	do.... 700,000	53,600	Germany.
Spices .....	.....	51,700	India.
Sugar .....	pounds.. 840,000	44,600	France, Italy, Austria.
Coffee .....	.....	39,900	France.
Iron .....	pounds.. 840,000	35,700	Sweden, United Kingdom.
Matches .....	.....	32,000	Austria, Italy.
Leather .....	.....	31,200	Germany, France, Austria.
Buffalo hides .....	pounds.. 134,400	26,800	India, China.
Fezes .....	.....	22,400	Austria.
Sheet copper .....	pounds.. 84,000	22,300	United Kingdom.
Dyes .....	do.... 112,000	17,900	Germany.
Sacks .....	number.. 224,000	16,900	United Kingdom.
Indigo .....	.....	13,600	India.
Paper .....	.....	12,000	Austria, Germany, Italy, France.
Carpets .....	number.. 500	8,900	Persia.
Cotton handkerchiefs .....	do.... 87,500	6,700	United Kingdom.
Candles .....	.....	3,700	France, Belgium.
Sewing machines .....	number.. 65	1,320	United States.
Other articles .....	.....	21,900	
<b>Total .....</b>		<b>1,194,720</b>	
<b>From other provinces:</b>			
Soap .....	.....	66,650	Aleppo.
Cotton yarn .....	pounds.. 180,000	44,600	Adana.
Salt .....	.....	44,200	Saird (vilayet of Bitlis).
Cotton handkerchiefs .....	number.. 262,500	20,070	Tokat.
Rope, cord, twine .....	pounds.. 154,000	11,150	Aleppo.
Raw cotton .....	do.... 112,000	8,900	Mamouret ul Azis.
Dates .....	.....	5,350	Bagdad.
<b>Total .....</b>		<b>200,920</b>	
<b>Total from foreign countries .....</b>		<b>1,194,720</b>	
<b>Total imports .....</b>		<b>1,395,640</b>	

*Exports from the vilayet of Diarbekir during the year 1901.*

Articles.	Quantity.	Value.	Destination.
<b>To foreign countries:</b>			
Wool.....pounds.	2,100,000	\$200,600	United States, one-half; United Kingdom, France.
Copper (unrefined).....do.	2,402,400	187,800	Germany, Austria.
Goatskins and sheepskins, number.....	160,000	80,800	France, United States.
Mohair.....pounds.	836,000	66,900	United Kingdom.
Valonea.....do.	470,400	35,500	United Kingdom, France.
Furs.....number.	27,500	15,600	Russia, chiefly; France.
Almonds.....pounds.	84,000	11,200	Egypt, France.
Copper (old).....do.	70,000	8,900	United Kingdom.
Horses.....do.		6,700	India.
Sausage casings (guts).....number.	150,000	6,700	Austria, United Kingdom.
Leather.....do.	20,000	6,700	United States, one-half; Egypt.
Gum tragacanth.....pounds.	98,000	4,860	France.
Prunes (mahlep).....do.	112,000	3,580	France, Egypt.
Leather.....do.	10,000	3,350	
Beeswax.....pounds.	7,000	2,680	France.
Cocoons.....do.	28,000	2,680	Do.
<b>Total.....</b>		<b>641,550</b>	
<b>To other provinces:</b>			
Sheep.....number.	130,000	334,400	
Butter.....pounds.	1,120,000	183,800	Egypt, Syria, Constantinople.
Silk stuffs.....do.	22,400	60,200	Adjoining provinces.
Rice.....pounds.	1,400,000	44,600	Do.
"Manusa" cotton cloth.....pieces.	50,000	22,300	Do.
Cattle.....number.	2,000	17,900	Harput, Sivas.
Grain.....pounds.	2,240,000	17,900	Aleppo.
Hides.....do.	112,000	15,600	Erzerum, Harput, Aleppo.
Lead.....do.	168,000	13,400	Harput, Bitlis, Mosul, Bagdad.
Mules.....number.	600	11,100	Bitlis, Van, Aleppo.
Timber.....do.		9,000	Mosul.
Copper (old).....pounds.	35,000	4,480	
Dried fruits.....do.	140,000	4,450	Erzerum, Mosul, Bagdad.
Gum tragacanth.....do.	98,000	4,480	Aleppo.
Wines and spirits.....do.	56,000	4,450	Erzerum, Constantinople.
Tobacco.....do.	56,000	3,570	
Pulse.....do.	280,000	3,120	Mosul.
Olive oil.....do.	28,000	2,230	Adjoining provinces.
Paste.....do.	74,000	2,230	Harput, Aleppo.
<b>Total.....</b>		<b>709,170</b>	
<b>Total to foreign countries.....</b>		<b>641,550</b>	
<b>Total exports.....</b>		<b>1,350,720</b>	

In the following table, the trade of Diarbekir with the various countries during the past two years is briefly summarized:

Country.	Exports.		Imports.	
	1900.	1901.	1900.	1901.
United Kingdom.....	\$273,700	\$336,700	\$698,100	\$628,100
France.....	212,000	110,400	196,800	197,100
Germany.....		60,200	125,300	123,300
Russia.....	13,600	9,300	67,200	62,500
Austria-Hungary.....	5,100	4,400	85,300	84,400
Switzerland.....			26,800	21,000
China.....			9,100	16,000
Italy.....			11,100	11,100
Persia.....			8,800	8,900
United States.....	120,100	108,900	2,650	2,800
<b>Total.....</b>	<b>624,500</b>	<b>626,960</b>	<b>1,242,150</b>	<b>1,185,600</b>

*United States trade.*—The part of the United States in the commerce of Diarbekir is chiefly confined to receiving a large share of the wool, sausage casings (sheep intestines), and leather. The importations from the United States consist of sewing machines, nails, and a

small amount of books, furniture, and clothing for the American mission station at Mardin. There is a group of naturalized American citizens in and near the city of Diarbekir. The temporary residence in the city of Diarbekir, during the past two years, of a distinguished American surgeon—Dr. F. D. Shepard—has done much to further American influence in this region. A German surgeon is now located permanently at Diarbekir.

#### TRADE CONDITIONS IN THE VILAYET OF MAMOURET UL AZIZ.

##### AGRICULTURE.

The crops of 1901 were excellent, with the exception of the cotton. The crop of 1902 is not up to the average, and the outlook for cotton is exceedingly bad. Fruits, except almonds, silk, and other products, are giving satisfactory returns. Barley sells this autumn at 20 piasters per kileh of 50 okes (or 27 cents per bushel of 48 pounds). Wheat sells at 40 piasters per kileh of 60 okes (or 60½ cents per bushel of 60 pounds).

No other cereals are grown here. American oats are being introduced this year. The grain crop is rarely sufficient for the needs of the vilayet, and a small amount of flour or grain is imported from adjoining vilayets to cover the deficit. The milling facilities of the region have steadily grown, so that but little flour (from Sivas) was imported during the past year. The crop of beans in 1901 was poor, and there was, in consequence, but little exportation. The cultivation of the poppy is steadily decreasing as the price of opium falls. The low price of yellow berries has likewise caused a great shrinkage in the exportation of this dyestuff.

##### MINING.

None of the valuable coal deposits in the vilayet are exploited, as the Government refuses to grant the requisite permission. The rich mine of argentiferous lead at Keban Maaden on the Euphrates has lain idle for over twenty-five years, on account of the exhaustion of the wood supply in the vicinity and the cost of transportation.

##### SILK.

The production of raw silk steadily increases. Great care is taken in the selection of eggs and in utilizing the latest advances in silkworm culture. Extensive additions are being made to the mulberry plantations of the vilayet. The crop of cocoons, during the spring of 1902, has been of excellent quality, and shows a notable advance in quantity over that of preceding years. The two existing silk factories are doing a prosperous business. Their products are highly esteemed in Oriental markets, and the attempt is made to make sales outside the Empire.

##### WOOL.

The exportation has practically ceased. Local needs have grown and absorb the entire production of the vilayet.



## COTTON.

This region produces an excellent grade of cotton, and should be the seat of an extensive cotton spinning and weaving industry on account of the abundance of water power. The native manufacture, dependent entirely upon hand power and using chiefly yarn of English make, is steadily waning, finding it difficult to compete with the products of English, German, and French looms.

The Harput orphanage, conducted and sustained by American benevolence, has introduced the weaving of attractive patterns which meet the popular taste, and is doing much to enable local industry to meet foreign competition. American "Cabot A" has promptly gained a good foothold here, and is highly appreciated. It has been forced, during the past year, to contest the field with an Italian sheeting of inferior grade, imitating very closely the American trade-mark.

American "Cabot S" has appeared in the Harput market during the present season for the first time, and meets with even more favor than the "A" mark.

There is an excellent opening here for American yarns, calicoes, prints, sheetings, and, in fact, all varieties of cotton textiles. White yarn only is imported. It is found cheaper to dye the yarns here.

## RUGS.

There is a steady but limited production from the Kurdish looms of the region, extending but little beyond local needs. Circassians have lately established in this city the weaving of rugs of genuine Persian designs, and much is expected from their undertaking. The rug department of the American orphanage, referred to above, is steadily perfecting its work and turning out products which find a ready sale in the United States. Much of its work is done to order after designs sent from America. It sells at \$1 per square foot, a price much in excess of the average of Oriental make.

The widespread use of the brilliant but fugitive aniline dyes in coloring the materials used for rug weaving in Turkey leads to a steady depreciation of their value in the eyes of European and American connoisseurs, when contrasted with the products of Persian looms. It is worthy of note that the yarns employed in the American orphanage are dyed exclusively with vegetable coloring matters.

The limited importation of carpets from France has now ceased almost entirely, on account of the poor wearing qualities of the grades furnished.

## LEATHER.

There is still a wide-felt need of better grades of leather for saddlery and shoemaking than can be supplied by native tanners.

## WALNUT KNOTS.

The trade in these knots, which are exported to France for the manufacture of veneers—usually to an annual value of \$10,000—has ceased entirely in 1902. The insecurity in the mountainous region of the Dersim north of Harput, where walnut forests still exist, is now such that collecting parties can no longer be safely sent thither.

## SAUSAGE CASINGS.

The collection and preparation of sheeps' intestines for this purpose is an industry of growing importance. The leading house at Harput engaged in this trade collects the raw material from a large region, including most of the two vilayets of this consular district. The sale hitherto has been chiefly to Austria, France, and Germany. It is now diverted largely to Boston, where the quality of the casings is highly appreciated. This vilayet produces annually about 70,000 casings. The total annual export, including the intestines collected from outside the vilayet and prepared here for sale, is about 200,000 casings. The current prices are \$61.60 per thousand for the first grade and \$35.20 for the second grade. The local price of intestines has increased 40 per cent since direct trade with America has set in.

## PETROLEUM.

The market is still occupied exclusively by Russian oil. The quality is noticeably inferior to that of American petroleum. It is imported in tin cans containing 4½ gallons. In cities on the seacoast, it retails at 8½ cents per gallon. At Harput, the retail price is 21 cents per gallon. The difference in price is a good example of the transportation tax paid by residents of interior cities on commodities not produced in the immediate vicinity.

## TEXTILES.

In connection with what has been said under the subject of cotton, mention should be made of a very marked growth in the demand for prints. Colored handkerchiefs for women's headwear are imported in increasingly large quantities. The inquiry is frequently made whether American manufacturers of the article wish to enter this market. Aleppo has furnished for the first time a large amount of cotton and silk girdles to local merchants. Hitherto, these indispensable adjuncts of the Oriental costume have been chiefly of home manufacture. There is an increased import of bath towels from Aleppo and Marsovan. Woolen underwear of French and German origin has been introduced this year for the first time, and the sale grows rapidly.

## MACKINTOSHES.

The sale is increasing rapidly. They are of German manufacture, and retail at \$6.60. In Harput, the annual sale is about one hundred.

## GLASSWARE.

The consumption is increasing steadily, as the use of glass articles in the villages becomes more common.

## ENAMELED WARE.

The use of agate ware, granite ware, and the like, has spread very rapidly in the vilayet. Jugs, coffeepots, kettles, cups, and plates of this material are rapidly displacing the time-honored copper utensils. The annual sale of these articles in the cities of Harput and Mezreh

exceeds \$4,000. They are imported from Germany. Unfortunately, the quality is decidedly inferior, and there is much complaint on the score of the short "life" of the ware.

#### COPPER.

The importation of copper in sheets is steadily diminishing, as the use of utensils of this metal decreases.

#### SACKING.

There is a decreased demand, resulting from the increased amount of sacking arriving on importations.

#### PERFUMERY.

Harput and Mezreh import perfumery and toilet accessories to the annual amount of \$550. The perfumes are exclusively of French origin. Perfumed soaps are rarely in demand. Eau de cologne is used freely. Rice powder is sold largely, and is employed in combination with glycerine to prepare face paints. Hair dyes are not used. The only native preparation is rose-water; stills for its manufacture are found in many of the wealthier families. Attar of roses is brought from Aleppo in limited quantities.

#### MUSICAL INSTRUMENTS.

The musical accompaniments of the festivities of the native population rarely extend beyond the drum and flute. Occasionally, the violin is added. The instruments are all of local manufacture; other stringed instruments are rarely seen. An orchestra of twenty-five pieces, organized by a Catholic missionary, procured its instruments from France. There are two dilapidated pianos in our city, and one in Diarbekir. Transportation of such articles is exceedingly difficult. A dozen American cabinet organs have been brought into the district, chiefly by missionaries and teachers. They stand the long overland journey better than the pianos, and are greatly appreciated. Inquiry is chiefly made for small portable organs, with folding supports and treadle. The most careful packing is requisite for the journey of an organ over the mountains with any degree of safety. The instruments used by the military bands of this and other garrison cities are secured in Austria.

#### TRADE WITH THE UNITED STATES.

I am glad to chronicle a steady increase in importations from America into Harput since the establishment of this consulate at the close of 1900, as well as a marked increase in direct exportations to America.

The following are the more important branches in which a foothold has been gained:

#### BICYCLES.

Following the introduction of the bicycle which I brought with me, there has been an importation of twelve American wheels. The roads about Harput are well adapted to wheeling, and during the coming year it is planned to introduce our bicycles at Diarbekir, Malatia, and

Karahissar, all places surrounded by excellent highways. An agency for American bicycles is organized here and sells a strong durable wheel of simple type, well adapted to the needs of this region, for \$30.

## IRRIGATION APPLIANCES.

An agent has taken up the introduction of irrigation machinery. A consignment of American pumps and horsepower has been received the past summer, and has already been put into active operation. This simple and economical method of raising water is well adapted to the needs of the great Harput plain, where water is found abundantly not far from the surface and animal, as well as human, power is exceedingly cheap.

The question of irrigation here, as in the Southwest of the United States, outranks every other factor in the economic development of the country. Negotiations have already commenced for the introduction of our windmills for raising water. I have devoted much attention to the matter with local capitalists. They are endeavoring to raise a fund sufficient for the purchase of an American drill. Should the experiments with either method yield satisfactory results, there would be no hesitancy in adopting either or both forms of solving the problem.

## • AGRICULTURAL IMPLEMENTS.

As mentioned in my last annual report, an agency for the sale of our agricultural machinery and implements was established in 1901, and a variety of plows, harrows, and drills, as well as a reaper, were imported. The experimental trials have been made upon an extensive farm near the Euphrates, some 25 miles from this consulate. Some time was lost in training horses to work with the plows and other implements.

The results obtained from the deep plowing of the American plows were striking, when compared with the yield of grain in adjacent fields where the ground had been "tickled" by the primitive native implement. Equally striking results were obtained when the wheat drills were employed instead of the customary broadcast seeding. The reaper was used during the harvest of the past summer. After overcoming some minor difficulties, it was found to work quite successfully. It now accomplishes in one day the work of 40 men. When both horses and drivers are thoroughly accustomed to the work, it will probably replace 70 to 80 men.

As the chief item in raising grain here is the cost of harvesting, it may readily be imagined that the introduction of such a labor-saving appliance caused no little stir in a region where the laboring population is so exceptionally dependent upon the earnings of harvest time. Soon after the reaper was running regularly and smoothly, the price of a day's labor descended promptly 30 per cent—from 20½ cents per diem to 14 cents. The enterprising agent—a graduate of an American agricultural college—was forced at once to face a condition of affairs similar to that which followed the introduction of the spinning jenny and the cotton gin. Every attempt was made to wreck the dreaded innovation, so that it was necessary to keep it at night in the owner's habitation. His garden of American vegetables was destroyed, his fruit trees were cut down, shots were fired at his house during

the night, and his workmen were induced to desert him. In spite of all these discouragements, the experiment was pluckily continued to the close of the season. Another year will see the more widespread use of the reaper and the introduction of the thrashing machine. Both machines will be transported from farm to farm, as needed, by individual or corporate owners. There is probably no single farmer in the vilayet whose cultivated lands are sufficiently extensive to warrant the purchase of even a reaper for his individual use. The chief difficulties in the way of using the reaper extensively are the terraced arrangement of irrigated fields, the smallness of the individual holdings, the abundance of stones, and the existing habit of cutting the grain close to the ground, in order to secure the maximum of straw. The thrasher, when introduced, must be accompanied by a straw-cutter. The straw is withdrawn from the old-fashioned "threshing floors" in a very soft, finely cut condition. The population is so accustomed to straw in this condition that it is useless to attempt to introduce machinery leaving it in any other form. An illustration of the tenacity with which they hold to old methods is the practically universal demand of the farmers, in ordering American plows, for the reversible or "sidehill" plow. In plowing with the primitive oriental implement, it has always been customary to plow back and forth, and not around the field. The farmers here, while recognizing promptly the enormous superiority of a share and moldboard, still dislike to deviate from the ancient method of conducting the operation. In many cases, however, when using plows on long, narrow terraces in irrigated fields, they are probably correct in preferring a reversible type.

Hoes, rakes, pitchforks, and other small farm and garden implements are favorably received, and there are good prospects of a steady trade springing up. Probably the metal parts only will be imported and handles will be attached here. This is the practice with regard to the large number of shovels imported from Europe. There is, however, an unfortunate lack in this region of ash, hickory, and similar woods adapted for this purpose.

Fanning mills are used universally. They are modeled after a mill introduced by an American missionary some years since. The metal parts are imported from the United States, with the exception of the wire gauze for the screens, which is brought from France. Native carpenters here turn out annually from 150 to 200 of these fanning mills, which are sold at prices ranging from \$5 to \$9, and render good service.

#### HARDWARE.

American nails are steadily occupying this market, displacing the Belgian article. At present about equal amounts of both are imported. The American nail is, however, regarded as much stronger and better adapted in every way. It will apparently soon have exclusive possession of the field.

#### ROOFING.

American steel roofing has been used in the rebuilding of the various edifices of Euphrates College and of the American mission station at Harput, destroyed in the unfortunate events of 1895. Its manifest superiority to the fragile tile roofs and ponderous mud roofs hitherto

in vogue has quickly been recognized. The new city hall of Harput is covered with this roofing, and a large school building in process of erection is to have the same covering.

## SHOE PEGS.

There is a large consumption of wooden shoe pegs in this country. It is met partly by importations from Germany and partly by a crude native product, laboriously made by hand. I have secured samples and prices of American pegs. The quality and cost are so satisfactory that a consignment has been ordered and is now on its way hither. There is every prospect that a trade of some importance can be built up,

## SEWING MACHINES.

The agency of the Singer Machine Company, started here two years ago, is doing a very satisfactory business. It has branches at Diarbekir, Mosul, and Bagdad, and has just started a new one at Bassorah.

The sales in the four vilayets during the past year were:

	Number.
Mamouret-ul-Aziz.....	140
Diarbekir.....	65
Mosul.....	115
Bagdad.....	80
Total.....	400

The receipts from all the agencies amount to \$11,000. Over 500 machines are now on deposit in the different agencies. The demand at the outset was largely for light machines turned by hand. Now the somewhat more costly machines, with treadle, are sold more freely. The great majority of the machines are sold on the installment plan. There seems to be no difficulty in making collections.

The success with which these machines have been introduced in this region and in Mesopotamia, completely displacing all foreign competition and covering promptly and effectively so extensive a territory within two years, is a most striking lesson to all American manufacturers desirous of establishing themselves in a country possessing great commercial possibilities.

## BOOKS, FURNITURE, AND CLOTHING.

Euphrates College and the mission station at Harput import annually from America books to the value of \$550, and furniture, clothing, etc., to the value of \$2,900.

## LIFE INSURANCE.

The agency of the New York Life Insurance Company, established here over a year ago, is extending its operations to adjoining places. During the past year, sixty-six lives have been insured in the near-by towns of Arabkir, Eghin, and Arghani Maden. In this city, few policies were taken out during the past year, although quite a number were insured immediately after the opening of the agency. There seemed to be a general disposition to wait and see what would happen when a policy became due. The first death of an insured person

occurred a few months since. The amount of the policy (\$1,100) was paid at once, and this promptitude has inspired general confidence in American insurance methods.

It is perhaps worthy of mention that a French life insurance company has attempted to establish itself in this district during the past year, but has failed to gain a satisfactory foothold, and is now about to retire.

#### GENERAL COMMERCIAL RELATIONS.

Foreign wares are purchased chiefly from wholesale houses in Constantinople and Samsoun. A portion comes through houses in Beirut and Aleppo. This portion would increase more rapidly were the caravan route from Aleppo more secure. But little business is done directly with European manufacturing houses.

The following figures give an approximate idea of the percentages of the foreign trade of the vilayet with different countries, as far as source of imports or destination of exports can be ascertained:

Country.	Exports.	Imports.	Country.	Exports.	Imports.
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom .....	24	34	Holland .....	1	.....
Austria-Hungary .....	18	18	Italy .....	3	21
France .....	27	5	United States .....	2	1
Russia .....	2	6	Belgium, Switzerland, etc....	7	8
Germany .....	4	6			
Egypt .....	12	.....		100	100
Greece .....	5	1			

In trade with other portions of the Empire, the following are the more important features:

#### EXPORTS.

Wine to Erzerum; cotton to Diarbekir, Van, and Sivas; raw silk to Aleppo; cotton cloth to Erzinjan; opium to Constantinople; rice to Erzerum.

#### IMPORTS.

Salt from Diarbekir; soap and olive oil from Aleppo; yarn from Tarsus; flour from Sivas; sheep from Diarbekir and Mosul; butter from Diarbekir and Mush.

#### TRANSPORTATION.

The chief freight routes into the vilayet are: First, the wagon road from Samsoun, via Amassia, Tocat, and Sivas, to Harput and Mezreh, a distance of 307½ miles (495 kilometers), with its prolongation of 93 miles (150 kilometers) to Diarbekir. This was originally a fair piece of engineering, but has not been kept in good repair. Second, the more direct road for pack trains to Aleppo and Alexandretta—somewhat shorter than the preceding. Third, a pack road from Harput to Kerassund, on the Black Sea, 250 miles in length. This is used frequently in summer, but is apt to be blocked in winter. It is furthermore less secure than the Samsoun route. It passes through the important cities of Arabkir and Egin, and across the highway leading from Sivas through Erzinjan to Erzerum. A fourth

projected wagon road, also 250 miles in length, and passing through Arabkir and Egin, is destined to connect Harput with the port of Ordou, on the Black Sea. This will materially lessen freight rates. The route is partly built, but the greater portion is still on paper, and there is no immediate prospect of completion.

Freight rates from the following ports and cities to Harput and Mezreh average:

	Per 100 pounds.
From Samsoun .....	\$1. 80
From Alexandretta .....	1. 80
From Kerassund .....	1. 50
From Diarbekir .....	. 40
From Aleppo .....	1. 50
From Sivas .....	. 75
From Erzerum .....	1. 20

The extent of the annual traffic to Harput and Mezreh, over these routes, as represented by wagon and pack loads, is as follows:

	Loads.
From Samsoun and Sivas .....	6,000
From Alexandretta and Aleppo .....	500
From Kerassund .....	4,000
From Diarbekir .....	4,000
From Arabkir and other northerly points .....	4,000
Total .....	18,500

The number of loads annually forwarded from Harput and Mezreh over these routes is about 5,000.

#### STATISTICS.

The vilayet has an area of 14,614 square miles and a population of 575,314, or 39 to the square mile. The financial condition of the vilayet for the past year is as follows:

[For the Ottoman financial year 1317 (ended March 13, 1902).]

#### Revenue:

Land tax .....	\$135,000
Trade licenses (temettu) .....	27,500
Military exemption tax .....	75,250
Deeds .....	4,250
Tithes on grain and produce .....	264,000
Cattle and sheep tax .....	11,000
Rent of public property .....	220
Forests .....	1,100
Courts of justice .....	4,400
Registration of real estate transfers .....	4,400
School tax .....	8,800
Total revenue .....	535,920

#### Expenditure:

Local administration .....	180,000
Gendarmerie .....	150,000
Police .....	22,000
Public instruction .....	8,800
Contribution for the support of the Fourth Army Corps .....	220,000
Contribution for the navy .....	11,000
Requisitions from the Imperial Government .....	215,600
Total expenditure .....	807,400



It will be noticed that the revenue amounts to but 66 per cent of the expenditure. To the occidental official, it might look as if the vilayet were rapidly approaching bankruptcy. The contrary is the case. The table of expenditure represents the annual budget drawn up at the beginning of the financial year, salaries, etc., being stated at the full, normal, or contract figures. As the year advances, payments gradually fall in arrears until, at the close, officials, employees, contractors, etc., on an average, have failed to receive 30 per cent of what is due them. A favored few secure the full amount of their salaries; others secure much less than 70 per cent. No attempt is made to carry the arrearages of the lapsing year into the opening fiscal year. This procedure, which is in vogue throughout the Empire, is naturally discounted by all those in Government employ, or having dealings with the Government. It is one great cause of the prevalent corruption among civil and military functionaries in the East.

In addition, the administration of the public debt received from the taxes on alcohol and cocoons and from stamp duties the sum of \$10,340. The tobacco monopoly received \$29,915. The branch of the agricultural bank at Mezreh made loans amounting to \$17,600.

The real estate of the vilayet is valued at \$34,800,000. The value of the annual crop is about \$2,900,000. The returns from commerce and manufactures are estimated at \$2,000,000.

#### COMMERCIAL MOVEMENT OF THE VILAYET.

The following are the approximate figures for the imports and exports of the vilayet during the past year:

*Imports of the vilayet of Mamouret ul Aziz for the year ended June 30, 1902.*

Articles.	Quantity.	Value.	Country or place of origin.
<b>From foreign countries:</b>			
Calicoes.....yards..	1,520,000	\$89,892	United States, Italy, England.
Yarns.....pounds..	124,860	15,620	England.
Hardware.....		13,200	Belgium, France.
Prints.....yards..	1,000,000	48,400	Germany, France, England.
Woolen goods.....do..	62,000	60,654	France, England, Russia, Germany.
Petroleum.....cases..	8,000	16,060	Russia.
Iron.....		7,260	Austria.
Tin.....		440	England.
Sugar.....pounds..	310,200	15,488	Austria, Russia, France.
Coffee.....do..	58,656	5,350	France.
Leather.....		15,400	Italy, France.
Buffalo hides.....		79,200	Egypt, Russia.
Cotton handkerchiefs.....number..	60,000	2,420	Austria, France, Germany.
Sacks.....do..	7,000	1,100	Austria.
Sacking.....yards..	11,700	770	Do.
Fezzes.....number..	41,000	10,828	Do.
Dyes.....pounds..	29,562	5,922	France, Switzerland.
Paper.....		9,680	France.
Paper, cigarette.....		6,235	Austria.
Indigo.....pounds..	1,833	4,972	India.
Sheet copper.....do..	19,740	4,400	England.
Sewing machines.....number..	140	3,696	United States.
Clocks, watches.....		1,360	United States, Switzerland, Germany.
Jewelry.....		2,640	Austria, Germany.
Glassware.....cases..	900	2,840	Austria.
Crockery.....		2,200	Germany, France.
Enameled ware.....		11,000	Germany.
Matches.....		4,180	Austria.
Bicycles.....number..	11	300	United States.
Agricultural implements.....		500	Do.
Tools.....		2,200	France, Germany, England, United States.
Velvet.....		4,680	France, Germany.
Mackintoshes.....number..	100	680	Do.
Perfumery and toilet accessories.....		1,000	France.

*Imports of the vilayet of Mamouret ul Aziz for the year ended June 30, 1902—Continued.*

Articles.	Quantity.	Value.	Country or place of origin.
<b>From foreign countries—Continued.</b>			
Candles .....		\$2,640	Austria.
Woolen underwear.....dozen..	328	1,440	Germany, France.
Nails.....pounds..	50,196	15,660	Belgium, United States.
Rubbers.....pairs..	280	300	Russia, England.
Other articles .....		90,000	
<b>Total .....</b>		<b>560,607</b>	
<b>From other provinces—</b>			
Soap.....pounds..	428,640	32,470	Aintab, Aleppo.
Salt.....do.....	338,400	6,930	Diarbekir.
Linen .....		1,450	Trebizond.
Rope, cord, twine.....		1,010	Tocat, Sivas.
Dates.....pounds..	11,280	320	Bagdad.
Olive oil.....do.....	26,367	2,460	Kilis (Aintab), Aleppo.
Sheep.....number..	70,000	22,000	Diarbekir, Mosul.
Butter.....pounds..	582,132	45,100	Diarbekir, Mush.
Flour.....sacks..	1,550	5,450	Sivas.
Towels.....		750	Broussa, Marsovan.
Yarn.....pounds..	10,500	5,280	Tarsus (Adana).
Other articles .....		5,000	
<b>Total .....</b>		<b>128,220</b>	
<b>Total from foreign countries .....</b>		<b>560,607</b>	
<b>Total imports.....</b>		<b>688,827</b>	

*Exports of the vilayet of Mamouret ul Aziz for the year ended June 30, 1902.*

Articles.	Quantity.	Value.	Destination.
<b>To foreign countries:</b>			
Opium.....pounds..	22,500	\$33,000	France.
Rugs .....		1,000	United States.
Goatskins.....number..	60,000	35,200	France, United States.
Almonds and apricots ..pounds..	150,760	6,600	France.
Furs.....number..	20,000	17,600	Russia, France.
Almonds.....pounds..	33,840	6,336	France.
Gums.....do.....	50,760	1,320	Do.
Morocco leather.....number..	20,000	22,000	Tunis.
Sausage casings.....do.....	200,000	14,000	United States, France, Austria.
Mahlep (dried prunes) .....		88	Egypt.
Cocoons.....pounds..	23,200	15,840	France.
Beeswax.....do.....	2,820	880	France, Beirut.
<b>Total .....</b>		<b>153,864</b>	
<b>To other provinces:</b>			
Silk.....pounds..	14,000	33,000	Aleppo.
"Manussa" cotton cloth..number..	60,000	26,400	Erzinjan.
Dried apricots.....pounds..	253,800	7,480	Diarbekir, Erzerum, Constantinople.
Dried mulberries.....do.....	84,600	660	Erzinjan.
Wines and spirits.....do.....	33,840	1,056	Erzerum.
Beans.....do.....	16,820	440	Diarbekir, Bitlis.
Cotton.....do.....	846,000	79,200	Sivas, Tocat.
Opium.....do.....	5,700	11,000	Constantinople.
Potatoes.....do.....	56,400	680	Diarbekir.
Rice.....do.....	141,000	6,600	Erzinjan.
<b>Total .....</b>		<b>166,516</b>	
<b>Total to foreign countries .....</b>		<b>153,864</b>	
<b>Total exports.....</b>		<b>320,380</b>	

#### OPPORTUNITIES FOR COMMERCE WITH THE UNITED STATES.

Despite the somewhat isolated location of this district, in the center of Asiatic Turkey, there is much to favor the growth of commercial relations with the United States.

Two powerful factors aid such a movement.

First. The fact that four-fifths of the emigration from Asia Minor to the United States is from this district. In consequence of this extensive movement of population, nearly every family has a relative or friend in America. As a natural result, gifts of American articles are frequent. Money is remitted in considerable amount. The annual remittance has reached at times \$500,000. It is now \$155,000.

Second. The widespread influence of the American educational effort at Harput, and in the surrounding region, now existing for half a century, has done much to prepare the way for commercial effort. Long-continued contact with American teachers, methods, books, educational equipment, and philanthropic agencies has brought about a feeling of respect and admiration for the American home and its accessories, for our books and periodicals, for our inventive skill and practical devices, for our business methods and enterprise. It has likewise led to a deep-seated confidence in the integrity and business principles of the American nation.

To these two factors should be joined the presence in the region of numerous naturalized citizens, who revisit the country of their birth as far as the rigid regulations of the Ottoman Government permit. They do much to inculcate a taste for American wares. Another helpful feature is the growing dissatisfaction with the cheap, short-lived articles of European manufacture which have been brought to this market in quantities during the past decade, more particularly from Austria, Germany, and Italy. Those wares of American make which are found in the homes of the resident American colony, or have been introduced here for sale, are fortunately of such durable, substantial, honest manufacture, while being at the same time practical, light, and elegant, that there is a universal desire for closer trade relations with the country of their origin.

As there is a larger proportion of English-speaking people in and about the twin cities of Harput and Mezreh than at any other point in Asia Minor, it is easily seen that the conditions are peculiarly favorable for American commercial enterprise.

I have already noted the success following the introduction of American agricultural machinery, bicycles, sewing machines, pumps, nails, roofing, textiles, etc. It remains to mention other lines in which prospects are favorable for the entrance of our wares.

During the past year, inquiries have been made for the following articles of American manufacture, and efforts have been made, or are being made, by this consulate to establish satisfactory business relations between local merchants and American producers:

#### VEHICLES.

A few heavy carriages, manufactured at or near Constantinople, are in use in Mezreh and in Diarbekir by leading officials. They are exceedingly cumbersome, and so liable to break down that the owners rarely venture on journeys of any length. The wish is often expressed that our light, strong, carriages could be introduced. The automobile is discussed to some extent. I have discouraged any attempt in this direction until it has been tested in cities near the seacoast. There is a distinct opening for durable carts and farm wagons with broad tires, to replace the unwieldy, primitive ox carts and buffalo carts which compete with pack animals. If complete outfits are not fur-

nished, on account of high freight rates, wheels, axles, and for some uses, springs could be introduced most advantageously.

#### LEATHER.

Harness makers and saddlers sigh as they examine the excellent leather used in the manufacture of the few American saddles and sets of harness which have been imported, and express their longing for such material. The leather tanned by native processes is sadly deficient in all the qualities required for good saddlery or shoemaking. Some advantageous arrangement might permit of exchanging the skins and hides of this region, especially the buffalo hides, for finished leather.

#### HORSESHOES.

A few American horseshoes have been tried here and have given such satisfaction that a native blacksmith has begun the manufacture of a crude imitation. The native horseshoe is a thin plate of iron, covering the entire sole of the hoof, slippery and unhygienic. American machine-made horseshoes, if energetically introduced, should soon gain the market.

#### TOOLS AND MACHINERY.

Some American tools, for working both wood and metal, have found their way here and are thoroughly appreciated. Artisans and mechanics are unanimous in desiring that a regular importation of the articles be brought about. Inquiries are frequent for small steam and petroleum engines, for lathes, for sawmills, for flouring mills, for cotton and wool machinery, for water-power outfits, and for cotton gins. Some 40 gins are now working in the Harput plain. They are all of English origin, and 15 are of quite modern type. Each one requires 4 horsepower, and cleans from 350 to 850 pounds of cotton daily. These gins, delivered at Mezreh, with their accessories, cost \$154. On an average, such a gin earns annually about \$50 net profit, after deducting the cost of labor, water, repairs, etc.

#### CLOCKS AND WATCHES.

There is a steady demand for both articles, especially for those provided with Turkish figures on the faces. Timepieces from America come frequently as gifts and are highly valued, but no direct importation has been attempted.

#### TEXTILES.

There is an excellent opening for nearly every variety of textile. Plain sheetings from America have proved so satisfactory that the market is ready to receive a large variety of cottonades, handkerchiefs, towels, etc.

#### SHOES.

Probably no article of American manufacture, if properly introduced, would succeed better here than the American shoe. It is well known, for a large number of emigrants from this district are engaged in the manufacture of shoes at Lynn and other towns of eastern Massachusetts.

## MEN'S FURNISHINGS.

The same may be said of collars, cuffs, shirts, neckties, underwear, and other furnishings. The taste for such articles is growing steadily, and inquiries are often made whether American houses can not profitably enter the field.

## HARDWARE.

There is a general demand for better hardware. Structural hardware, screws, hinges, door catches, etc., come chiefly from Germany. They are of a decidedly inferior grade. Cutlery is almost invariably of poor steel. Knives come mostly from England, scissors from Germany.

## TOYS.

There is a good sale of cheap German and Swiss toys. Inquiries are made for more tasteful and durable articles. Toys of rubber or metal construction are in special demand.

## SMALL ORGANS.

There is quite an active inquiry for small, portable organs, costing about \$20. They are in demand for the native schools and churches.

## ENAMELED WARE.

A good quality of agate or granite ware would find a prompt sale. There is great dissatisfaction with the German and Austrian makes now supplied to this market.

## LAMPS.

As the use of petroleum becomes more general, even in the villages, there is an increased demand for lamps, especially for those of metal. The chief import is at present from Germany. The lightness and convenient adjustment of American lamps, however, commend themselves invariably to those who have had the opportunity to become acquainted with them.

## BEDSTEADS.

There is a growing tendency to use metal bedsteads. Those of iron are ordinarily in demand. Occasionally brass bedsteads are found. A clumsy article is manufactured here and a better grade is imported from Austria and Germany.

## FURNITURE.

Cabinetmaking is in its infancy here. Chairs and tables brought from America are copied to some extent. Folding chairs are brought occasionally from Sivas, where the factory, in the American orphanage, produces tasteful although not very durable articles. There is a distinct opening for substantial furniture capable of folding into small space, so as to avoid heavy transportation charges. Inquiries are made for school furniture of various descriptions meeting the above requirements. A large Catholic school edifice is now in process

of erection, and next year will see the establishment here of an important Armenian high school, with ample endowment, transferred from Erzerum, where the buildings were destroyed in the recent earthquake. Thanks to the early choice of Harput as the location for schools and a college, under the auspices of the American board of commissioners for foreign missions, this place is becoming more and more a center for educational effort of a relatively high grade. This consulate is making an active effort to secure the entrance of American furniture, fixtures, and educational appliances in all of the existing and projected institutions.

#### PHARMACEUTICAL SPECIALTIES.

A few specialties, such as Horsford's acid phosphate, Fraser's tablets, Wyeth's elixirs, and McKesson & Robbins' pyrozone, are imported regularly by the local pharmacists. Other specialties come from Paris, London, Milan, and some German localities. French specialties predominate. Quinine is imported in large amounts from Italy, Germany, and London (Howard). The latter brand, although more costly, is preferred on account of its reliability. Several native physicians in the district have been trained either in America or in the American Medical College at Beirut. They know and appreciate standard American pharmaceuticals. In addition, an American physician has now settled permanently at Harput. Conditions are exceptionally favorable for a vigorous attempt to introduce druggists' supplies of every nature. I have been pleased to note a growing tendency to order surgical instruments from America instead of from Paris, which has hitherto supplied exclusively the needs of surgeons in this region.

#### PACKING OF GOODS FOR THE HARPUT MARKET.

So much depends upon the care with which goods intended for markets in the interior of Asia Minor are prepared and packed for the long journey, that the following information may be helpful to manufacturers or merchants seeking to gain a foothold here. In order to secure the lowest possible freight rates, packages should be adapted as far as possible to local requirements.

Wagon transportation is available for freight forwarded to the seaport of Samsoun. It is the only means of transport and the route the only means of communication available for packages exceeding 240 pounds (85 okes) in weight. Wagoners are unwilling to take packages exceeding 510 pounds (180 okes). Such packages, as well as light packages of large or awkward volume, pay excess freight. The maximum weight of a package which can be transported by wagon is 1,415 pounds (500 okes).

In packing for this market boxes or bales which are to be forwarded by wheeled transportation, care should be taken to have the cases and wrappings of a thoroughly solid and substantial nature, and to pack the contents so tightly that there is not the slightest possibility of friction. These precautions are of prime importance, in view of the journey of fifteen to twenty days in springless, jarring vehicles, over highways originally well constructed, but now in a sadly dilapidated condition. Samsoun agents protect packages, when necessary, with coarse waterproof coverings before forwarding to the interior.

As an instructive example of freight charges on goods from abroad, I might quote the following data on a recent consignment of American agricultural implements to Harput: The lot included 1 mower, 3 plows, 3 cultivators, 1 harrow, 40 rakes, hoes, and forks, 2 sets of harness, etc.; gross weight, 2,839 pounds; net weight, 1,999 pounds; cubic feet, 136.8. The freight rate from New York to Samsoun was \$14.07, plus \$1.80 insurance and \$2 cartage in New York. The freight charge from Samsoun to Harput was \$55, the rate being slightly higher than usual on account of the presence of two very bulky cases.

When pack horses or mules are employed, the necessity for very compact and tight packing is less imperative than by the preceding method. The range of weight is, however, much more restricted. The normal weight for a package to be carried by the average horse or mule is 177 pounds (66½ okes). Muleteers dislike to take heavier loads, but occasionally accept packages weighing up to 198 pounds (70 okes). For packages of less than the normal weight, one-half or one-third of the above figure—177 pounds—can be adjusted most advantageously to the pack animal. The preferable shape of a package is oblong, the proportions approximating those of a customary dress-suit case.

The above remarks concerning shape, division of weight, manner of packing, etc., apply also to transportation by camels. This method is the least expeditious, but on the other hand the cheapest and the most satisfactory of all the means of freighting. The slow, deliberate tread of the camel causes a minimum of jarring to the contents of the boxes. The preferable weight of packages for camels is 226 pounds (80 okes); the maximum weight is 246 pounds (85 okes).

Freight rates from Samsoun to Harput, a distance of 307 miles (495 kilometers), vary from \$1.40 to \$1.97 per 100 pounds (\$31.36 to \$43 per ton of 2,240 pounds, or \$3.09 to \$4.34 per metric quintal of 220 pounds), or 10.2 to 14 cents a mile per ton of 2,240 pounds. Camel transport is the cheapest form of transportation; freight wagon the dearest. The latter method is most expensive in winter and early spring, when mud is deep and the mountain passes are obstructed by snow. Transport by pack animals is cheapest in the spring and early summer, when herbage is abundant by the wayside and the cost of subsistence en route sinks to the vanishing point.

Needless to say, all commercial interests in this region long for the realization of some one of the various projected routes of railway, bringing Harput and Diarbekir into steam communication with the seaboard. The time-honored caravan route from Bagdad to the Black Sea, upon which Harput is the half-way station, will then cease to be more than a historical reminiscence.

#### FACILITIES TO FURTHER TRADE RELATIONS.

Apart from the distinct agencies already established here, at the instance of the consulate, for the introduction of agricultural implements, of irrigation appliances, of bicycles and hardware, etc., the consulate makes every effort to bring local dealers and contractors into relations with American exporters. The trade and technical journals received regularly at the consulate, and kept on file for the benefit of visitors, are also loaned freely, and reach thereby a large circle interested in both the reading matter and the advertising columns. A room in the consulate has been devoted to the exhibit of samples of merchan-

dise. The efforts of the staff of the consulate in this direction are supplemented by the hearty sympathy and cooperation of the resident American colony.

#### DIRECT EXPORTATIONS TO THE UNITED STATES.

The direct exportations during the past year to the United States from this consular district, according to certified invoices, were:

*Direct exportations to the United States from Harput for the year ended June 30, 1902.*

Articles.	Quantity.	Value.
Sausage casings (sheep's intestines) .....	45,520	\$1,949.26
Rugs .....	21	239.01
Goatskins .....	471	302.12
Sheepskins .....	33	12.52
Lambskins .....	44	15.66
Yellow berries .....	pounds.. 8	.26
Tanning powder .....	do.... 175	2.68
Total .....		2,521.51

#### SUMMARY.

In conclusion, I would repeat my conviction, as expressed a year since at the close of the first annual report from this consulate,<sup>a</sup> that there is an exceptionally good opportunity in this district for American commercial enterprise to gain a substantial and permanent foothold.

Geographical and physical conditions show clearly that this region, about the headwaters of the Euphrates, is destined at an early date to play a leading rôle in the economic development of eastern Turkey and of Mesopotamia. Its mountains contain varied mineral treasures awaiting exploitation. Its plains and valleys are exceptionally fertile. The climate is one of the healthiest known. Its water power is sufficient to make it a manufacturing center of continental importance. The political power which controls its water supply controls the very existence of the population of Mesopotamia, which has been, and should be again, the garden of the world.

Thus far, no European house or agency has been established in the district. It is practically "virgin territory."

The favoring conditions for American enterprise are:

First. The large emigration from this district, settled almost exclusively in the United States, has given rise to a familiarity with American articles and a taste for them, and has brought about personal relations between the two countries which are of incalculable value as a foundation for business connections.

Second. There is, in addition, a notable confidence in American integrity and in the quality of American wares, heightened by the growing dissatisfaction with the cheap articles imported from Europe.

Third. Thanks to the long-continued labors of American missionaries and teachers at Harput, English is the prevalent foreign language of the region.

The chief difficulties to be overcome in establishing trade relations with America are the following:

<sup>a</sup> Commercial Relations, 1901, Vol. I.



First. The lack of confidence in the existing administrative conditions, in Turkish judicial procedure, and in the political future of this region.

Second. The diminished stock of ready money in circulation.

Third. The unsettled state of credits, resultant from the rude shock to the commerce of the country during and subsequent to the massacres of 1895.

Fourth. The length of time necessary for correspondence with the United States. An exchange of letters between Harput and New York requires two months.

Fifth. The high freight rate from the littoral and the delay in receiving American consignments, due to absence of direct sea communication with trans-Atlantic seaports.

In view of the experience gained during the past twenty months, in introducing and establishing the regular sale of various lines of American manufacture, I regard the following as the most important factors to guide in securing a dominant and permanent foothold in the markets of this district:

First. There should be the most rigid adherence to honest workmanship and the use of good materials in all wares of American make sent here. An American trade-mark should be synonymous with durability, strength, and a certain degree of elegance. The effort should be made to supply the very cheapest possible goods, consistent with the above principle.

Second. No efforts should be spared to meet local tastes in regard to shape, size, color, adaptation to existing modes of life, etc. Great patience is exhibited by German and Austrian manufacturers in this matter. If they showed the same wisdom in regard to quality, it would be difficult to displace their products.

Third. There should be an abundant use of samples. The Oriental rarely orders from a price list, no matter how clear and elaborate the illustrations. The commercial exhibit of this consulate is always at the service of exporters for the display of their samples.

Fourth. There should be a more generous use of credit. European houses, and especially Constantinople jobbers, are exceedingly liberal in this respect. Local dealers can furnish ample security.

Fifth. The effort should be made to secure, for different lines of merchandise, reliable, competent local agents, who have resided in America, have a command of English, and are thoroughly conversant both with American business methods and with local requirements, commercial customs, and conditions of credit. The remarkable success of the Singer Sewing Machine Company in capturing the trade of Armenia and Mesopotamia within two years, by adopting this policy, is a striking object lesson.

Sixth. An improvement upon this method would be found in sending here live American traveling agents, carrying an extensive line of easily portable samples, who are competent to study the general commercial field, to organize subagencies, and to stimulate direct trade relations.

Seventh. More desirable yet would be the establishment, at both Harput and Diarbekir, of agencies conducted by aggressive, energetic Americans, representing a number of the trade interests enumerated in detail above. Such agents could promptly and effectively take advan-

tage of existing trade conditions and direct the general trade movement. They could profitably add banking and insurance features. These centers offer a good field for young men combining linguistic talent with business ability and a conviction of the commercial future of this country, with patience in awaiting and in furthering its coming. In a word, the same qualities would count here that characterized the pioneers of commerce in our Western States.

It must not be forgotten that, unlike most other populous centers in the Ottoman Empire, the chief cities of these two provinces have yet to become acquainted with a German, English, or other foreign trader. This state of things will not continue long after the completion of the Bagdad Railroad, which will pass through the southern part of the vilayet of Diarbekir, and bring the whole of this consular district into close touch with the world's commerce.

There is but little doubt that the time is ripe, and that there is an exceptional opportunity just now for American commerce to gain so firm a foothold in this region that serious competition would become a matter of great difficulty for many years to come.

THOMAS H. NORTON, *Consul.*

HARPUT, *September 13, 1902.*

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#### SIVAS.

This consular district embraces about 100,000 square miles of territory situated in the central part of Asia Minor, of which the vilayet of Sivas is one of the largest and richest provinces. There are not many regions of the world where the people purchase so few imported goods as in this consular district. Their needs are simple and their poverty great. They live mostly on wheat of their own raising, in houses built of mud and stones from their own fields, and dress in garments of their own manufacture. In this province, only about \$1 per capita is spent per annum for foreign imported goods. Cuba imported \$44 worth of foreign goods per capita in the fiscal year ended June 30, 1900; Switzerland spends yearly for imports \$70 per capita; Belgium, \$70; Germany, \$28; Canada, \$42; Sweden, \$30; Norway, \$40; Persia, \$3.50; Turkey in Europe, \$2.75. And although this province spends for imports only \$1 per capita a year, that amount is more than its per capita income, and it is constantly growing poorer. The small amount spent for imports is all the more striking when the fact is noted that almost no machine-made goods are produced in this country, and that sugar, tea, coffee, petroleum, the metals, and other staple articles must be purchased abroad.

Agriculture is the chief industry of the country, but only about 15 per cent of the area of this province is under cultivation, and half of that amount is left fallow. The principal crops are the cereals, the annual production of which, in the province of Sivas, amounts to 17,000,000 bushels, worth about 30 cents a bushel, or a total of \$5,100,000, which is about \$4.19 for each inhabitant. To transport a bushel of wheat from Sivas to the seacoast (a distance of 180 miles) costs 52 cents. The result is that Minnesota flour can make a journey of 6,000 miles and compete with Sivas wheat in the markets of Constantinople.

The total population of the province of Sivas is 1,220,000. The urban population comprises only about 20 per cent; the remaining 80 per cent are engaged in agriculture. Without working hard, they raise enough food for their own needs. There is little inducement to raise more, because they are largely excluded from foreign markets by the absence of railroads in this country and the consequent excessive cost of transportation. Not being able to sell much, they can not buy much from abroad. Their primitive agricultural implements are sufficient for their needs. The wooden plow, which costs about 75 cents, serves them well enough, as it has already served their ancestors for many centuries. In years of large harvests, the tithes are worth less than when the crops are only moderately good. As agriculture is unremunerative (except to support life locally) and farm labor excessively cheap, the farmers can not afford to go to the expense of introducing costly agricultural machines. The urban population is also poor, and there is very little capital invested in commerce. There is little tendency to combine capital, and no organized wholesale business. In cities like Sivas, there are a thousand merchants every one of whom has a little shop, about 10 feet square, and carries a few dollars' worth of goods which he buys, partly on credit, of some slightly more pretentious merchant or through some commission agent of Constantinople. He sells but little, but his percentage of profit is large. There is practically no direct trade with Europe, and direct trade with the United States is still an affair of the future. Although I wish to see the trade of the United States flourish, I do not think that the trade of Sivas is at present worth cultivating, while there are so many larger, safer, easier, and more profitable markets for us to develop.

The United States will probably never make goods cheap enough to capture this market as it is at present. Now, the cheapest shoddy of Europe pays from three to seven profits to middlemen, and is finally sold here at the price of first-class goods. The merchants here have not sufficient knowledge, capital, or credit to buy direct from the manufacturers.

#### AGRICULTURAL PRODUCTS.

##### CEREALS.

Wheat is the most important crop. The quantity raised in this province last year, when the harvest was good, amounted to 11,000,000 bushels. After deducting 7 bushels per capita for local consumption, viz, 8,540,000 bushels, there was a surplus of 2,460,000 bushels, for which there was no advantageous market, especially for wheat from the interior portions of the province.

Barley is the second most important crop. The yield last year was 5,850,000 bushels.

About 775,000 bushels of corn, rye, and oats was raised. Pease, beans, and lentils amounted to about 2,500,000 bushels.

##### HAY.

Four thousand five hundred tons of hay, mostly clover, was cut last year. Cattle and horses are fed chiefly on straw.

## OPIUM.

The yield last year amounted to 150,000 pounds, and it sold for \$300,000.

## TOBACCO.

The annual yield of this province is about 2,000,000 pounds. At least 60 per cent of the tobacco smoked is contraband. It is inferior to that grown near the coast.

## FRUITS.

Grapes, apples, pears, peaches, plums, and apricots are grown in considerable quantities.

## SILK.

The harvest in this province amounted to 176,000 pounds of fresh cocoons, valued at \$40,220. Silk is raised chiefly at Amassia, of Bagdad and Japan eggs.

## WOOL.

The total production of wool was 9,000,000 pounds, valued at \$460,000. A large portion is used locally for the manufacture of clothing, rugs, and beds, and the rest is shipped to Marseille.

## MOHAIR.

The mohair or Angora wool of this province amounted to 125,000 pounds, valued at \$28,000. It goes largely through Constantinople to England.

## MINES.

This country is rich in the common minerals and of some of the rare ones. The first mines in this district were worked by the Gauls, in the early part of the Christian era. Since, then they have been developed very little. Lack of cheap transport, the scarcity of wood, and a mining law which tends to paralyze foreign or local enterprise, have prevented a proper exploitation of these natural riches. The fourteenth article of the present mining law provides that any person holding a mining permit must, on the demand of the government at any time, relinquish his claim on the payment of an indemnity, the amount of which is not fixed. It is hoped that this law will be revised.

## SILVER-LEAD.

Deposits of galena, rich in silver, are found in various parts of the Sivas vilayet. They generally contain antimony. About fifteen such deposits are known to exist between Zara and Karahissar. The most important one, and the only one which has been extensively worked, is the Legessy mine, the concession for which is owned by the Asia Minor Mining Company, an English concern. The concession was granted many years ago, and it has been worked with varying success. In 1889, a concession was granted to three Armenians for the Gemin Bel mine, in the caza of Enderez. This concession was consigned to the Asia Minor Mining Company, and was extensively developed, but the company has now suspended operations in this province.

In the *caza* of Kolahissar, concessions were accorded to natives, in 1890, for claims at Sis-orta and Neibli, but no work has been done.

Subak Maden, near Karahissar, was worked for four or five years, but is now abandoned. Several years ago, a concession was given for another mine near Karahissar, at Selderesi, but it has not been worked.

At Gumush Hadjiekenny, in the sanjak of Amassia, is a silver-lead mine which has been worked by the government without much profit. An old mine at Tavshan Dag, near Marsovan, has been abandoned for many years.

#### COPPER.

About 15 miles east of Sivas is a copper deposit, for which, seven years ago, a permit for research was granted to Sheik Achmet (now dead). Nuggets of large size and great purity are reported to have been found there, but on account of lack of capital, no concession was obtained.

Deposits of copper also exist near the village of Gildiz, about 25 miles north of Sivas, but they have not been exploited. Between Zara and Karahissar there are numerous croppings of copper, but although several permits for research have been obtained, little has been accomplished. Near Tokat is a copper mine, and the analysis of the ore shows it to be very rich. A permit for research was granted to Shakir Pasha five years ago. The mine has not been developed.

#### IRON.

The country from Zara north to the Black Sea is said to contain many deposits of iron. Samples of ore appear good. A deposit of iron pyrites, about 3 miles northeast of Sivas, presents favorable appearances. No concession has been given.

#### ANTIMONY.

Mineral rich in antimony is reported 10 miles from Zara. No permits have been given for antimony alone.

#### ARSENIC.

Large and rich deposits of arsenic are found in the *caza* of Zara. A permit for research was granted to some Italians four years ago. Samples were taken, but no work done.

#### ALUM.

There is a rich deposit of alum near Karahissar, which is worked by the government. Besides what is used in this province, about 2,000 *liras* worth is annually sent to other provinces.

#### COAL.

At Kadashla, three hours distant south of Sivas, coal is found. It is soft, sulphurous, and impure, at least on the surface. A research permit was given to Ali Effendi six years ago. Twenty-five tons was taken out, and then the mine was abandoned on account of cost of transportation and lack of capital. Near Gemerek, sanjak of Shakisla, is a coal mine, not worked. Ore is also reported in the region of Tokat.

## ASBESTOS.

This mineral is found near Zara. The fibers are from one to four inches long. No concessions or permits have been granted.

## CEMENT.

A good quality of hydraulic cement is reported near Hamidieh. A permit for research has been applied for.

## FORESTS.

Another natural source of wealth which is on the decline is constituted by the forests. It appears that at one time nearly all the province was well wooded. Owing to the lack of foresight and government control, the forests have been burned off to make pasture land, and destructively cut for fuel and timber. The result is that forests now remain only in the northern quarter of the province, and at a distance from the center of population. The Sultan has ordered an increase of the forest police and a more rigid enforcement of the laws which already exist for their protection.

## SLAVES.

Still another decreasing source of revenue to this province is the raising of Circassian slaves. The total number of white slaves in the vilayet is estimated at 4,500. There is so large a demand for slave girls 12 to 15 years old—who bring as much as \$800 or even \$1,000—that the slave raising villages are being deprived of their females, and the males, who are worth only from \$65 to \$300, are left without mates, and the annual production is consequently rapidly diminishing. The quality of the product also is becoming inferior, and it is probable that the business will die out in a few decades, unless something is done to revive it.

## IMPORTS AND EXPORTS.

The imports of the province of Sivas for the year ended June 30, 1902, as shown by the accompanying tabular statement, were valued at \$1,711,500; the exports amounted to \$1,648,500; total, \$3,360,000. Of the imports, \$13,000 worth were from the United States, which is seven-tenths of 1 per cent of the whole. This amount, though small, is a decided increase over previous years. The share of the United States in the total import trade of the Ottoman Empire was only twenty-two one-hundredths of 1 per cent, according to the latest published official statistics, i. e., for the year ended March 12, 1898. According to the same returns, the United States purchased 2.23 of 1 per cent of the total exports of the empire.

The trade of Sivas was lighter last year than during the two years previous, because of the small exports of grain.

## NOTES ON IMPORTS.

The imports into this country consist of staple necessities and a small quantity of cheap luxuries. Such things as combs and brushes, collars, lamps, are luxuries here. Everything in the line of machines seems to be too much of a luxury to be imported. There are no

factories in this country, no steam or electric machines, only hand power; even hand flour mills are employed. Hand looms are used for making cotton and woolen cloth, carpets, silk, and sacking. Logs, boards, and timbers are all sawed by hand. Carpentering and cabinet-making are hand work. Shoes, knives, swords, shovels, ox and horse shoes, and nails, axes, stoves, cooking utensils, jewelry, and calico prints are made by hand.

*Agricultural implements.*—Until railroads are built, furnishing cheaper means of transport and an external market for agricultural products, I do not think agricultural machines will be bought much in the interior. Near the coast of the Black Sea and in those parts of Asia Minor served by the Angora and Konia railroads, agricultural implements of English, German, French, and American manufacture are finding some sale, and the business will increase. A few months ago, the governor of Angora proposed to purchase 100 two-horse reapers, to rent to farmers. He applied to representatives of American agricultural firms at Constantinople. The price was not to exceed \$130 each, delivered on the railroad at Angora. The freight from Constantinople to Angora on such goods is 3 francs (58 cents) per 100 kilograms. Agricultural implements are mostly admitted free of customs duty.

*Bicycles.*—Six American bicycles, costing about \$200, have been imported. The low price of horses and donkeys and of provender, the excessively poor streets, the rough and insecure highways, the absence of a working population which has occasion to travel any distance to its labor, and the total lack of any sporting spirit, are elements which prevent the use of bicycles to any considerable extent.

*Boots and shoes.*—Very few ready-made shoes are imported or kept in stock. They are mostly cheap, fancy shoes for women, and are made at Constantinople. Most of the rural population, 75 per cent of the whole, go barefooted or wear a sort of moccasin, which they make for themselves out of rawhide or alum-tanned leather.

*Building supplies.*—Building hardware and other supplies sell mostly near the coast or on the railroads.

*Cotton goods.*—Italian cottons are having an increasing sale, to the very serious detriment of the Manchester trade and of American "cabot," which for years has enjoyed a large market in this region.

*Drugs.*—German drugs are largely used. An attempt has recently been made at Sivas to obtain drugs direct from Paris, but the quantities ordered are so small that it is difficult to get good terms.

*Furniture.*—A very little French and Austrian furniture, especially the Vienna bent-wood chair, comes to the coast. The industrial departments, in connection with the American schools at Marsovan and Sivas, are making considerable furniture, particularly chairs. The furniture of most of the houses is extremely simple. It consists of a board sofa nailed to one or more sides of the room, covered with rugs, half a dozen chairs in the most luxurious apartments of the rich, and a rude table, about a foot high, made of boards, or of willow sticks. Bedsteads are very rare. The beds consist simply of a wool mattress laid on the floor or ground and covered with a heavy wool comfort. During the day, these are packed away in a closet or corner. No commodes or bureaux are used. Stoves are slowly coming into use. They are made of sheet iron in the chief cities.

*Leather.*—The best leather is imported from France. Very inferior grades are made in the district and at Constantinople.

*Musical instruments.*—A few American cabinet organs have been introduced.

*Nails.*—For a short time, American nails were mostly imported, but during the last year, Belgium and Germany, by offering longer credit, have dominated the market.

*Phonographs.*—Three or four phonographs have found their way to this country, but the demand will never be great.

*Pumps.*—Few pumps are used, but almost all of them are of American manufacture.

*Soap.*—Most of the soap used here is the olive-oil product from Aintab, Antioch, and Aleppo. It retails for 6 piasters the oke (nearly 10 cents a pound). A cheap, scented, cold-water soap is wanted.

*Tools.*—Many carpenters' and metal workers' tools are used. They are for the most part either made here or imported from Germany. I am inclined to think that American saws, files, and some other tools would sell. In fact, American crosscut saws are now sold here. They pass through Russia, Erzerum, and Erzinghan, to reach this market.

#### NOTES ON EXPORTS.

Oriental rugs and carpets, sausage casings, skins, and wool are the chief exports which may interest the American trade.

*Rugs and carpets.*—During the past year, there has been a development in the rug-making industry at Sivas, which may have far-reaching importance. It is universally recognized that the best oriental rugs are made in Persia, where the artistic sense, due to centuries of practice, the exceptionally fine wool employed, and the use of fast colors combine to make an exceedingly choice product. But even the Persian rugs have their faults. The work is under no general supervision; anyone makes a rug as he or she pleases, and the result is that many are badly designed, irregularly woven, and, what is most objectionable according to modern taste and fashion, the colors are too brilliant or intense. Nearly all the new Persian rugs (and there are practically no antiques left in the market) are put through a series of baths to subdue the colors and give them the soft, dead tones of the antique rugs before they are offered to the retail trade. The result of this washing in chemical baths is to seriously injure the wool and shorten the life of the rug. As far as I am aware, the only oriental rug producing districts where the industry is under intelligent supervision are the regions of Smyrna and Cashmire. In the latter place, the undertaking has been largely abandoned owing to the lack of suitable wool.

For some years past, Sivas has been producing rugs which, for fineness of weave, equal many of Persian origin; but the designs, coloring, sizes, shapes, and quality of the wool employed are not of the best. A few months ago, the Smyrna firm of T. A. Spartali & Co. sent their carpet manager, Mr. Ekişler, to Sivas to organize the industry on intelligent, artistic, and correct commercial principles. It is confidently expected that Sivas will produce as good, and perhaps better, oriental rugs and carpets as any place in the world.

This place was chosen because there are already about 1,200 weavers here who are accustomed to making fine rugs, and the price



of labor is cheap. A factory has been started employing 200 weavers, and the work will be gradually extended as the people are educated up to it and adequate control and supervision can be obtained. The whole process—selecting the wool, washing, scouring, carding, spinning, and dyeing it with fast vegetable colors; the construction and management of the looms; the designs, dimensions, and weaving—will be carefully controlled, with a view to making the finest rugs that can be produced. They will not take the place of the common cheap Turkish and Kurdish rugs, but will be the choicest works of the art. The carpets made in the factory are at present in the style of the best old Persians—fine, solid, soft, and smooth, with short nap. The wool is dyed to imitate the colors in the antiques; consequently the rugs will require no decolorizing baths. Three degrees of fineness of weave are now being made—165 by 165, 200 by 200, and 220 by 180 knots to the square foot. The very finest Persians have 240 by 240 knots; the Tebriz and Kirman have from 170 by 170 to 200 by 200 knots to the square foot. Most of these rugs or carpets will be made 9 by 12 feet square, to meet the American demand. At present, the product is all engaged by firms in the United States and England. As the work progresses and enlarges, designs, colorings, and sizes may be made to fill orders. The present capacity of the factory is about 2,800 square yards a year, valued at \$25,000 to \$30,000, or about \$10 a square yard. The Smyrna rugs for the American trade are considerably coarser and cheaper. The cost of Smyrna rugs per square yard ranges about as follows: Gurdes, \$1.75; Gulistan, \$2.64; fine Oushak, \$3.20; fine Demergee, \$2.16, and Sparta, \$4. It is intended that Sivas shall occupy a place of its own in the oriental rug business, following Smyrna in the matter of intelligent control and organization of the work, but making a better rug than is made in any of the Smyrna districts, something as fine and artistic as the best old Persians.

*Sausage casings.*—It appears that about 175,000 packages of sheep and goat guts are annually exported from this province. They are sent to Marseille and Constantinople, and from the latter place to Chicago. The packages each contain 22 to 23 meters (23.9 to 25 yards) of intestines. The first quality is worth \$66 a thousand packages, the second quality \$44 a thousand. More goats than sheep are killed here. The goat intestines are stronger and larger throughout than the sheep guts, but are not so white. The business at Sivas is conducted by two or three merchants, who contract with the butchers to buy all the intestines at a fixed price for the year. They pay in advance to each butcher about \$25 during the winter, when business is dull. Most of the animals are slaughtered during the summer and fall. This year, the contract price for each intestine was 34 paras (about 3½ cents).

*Hides and skins.*—The value of the annual exportation of skins is \$110,000. The most important are goatskins, which go chiefly to France; some, however, go indirectly to America. Efforts are being made to establish a direct trade in this line.

*Wool.*—A considerable portion of the wool of this region goes indirectly to the United States. It could be sold directly, to the advantage of buyers and sellers.

#### TRANSPORTATION.

There have been no important changes in internal transportation in this consular district. Many of the old roads have been repaired. The

number of wagons is increasing. The camels are proportionately fewer. They do not keep pace with the age, but stick to the time-tables arranged centuries ago. The recently established monthly service of the Hamburg-American and Deutsche-Levant lines between New York, Smyrna, Constantinople, and the Black Sea should aid American commerce with this part of the world very considerably.

Internal parcels post and a money-order system have been established throughout the Empire during the last year.

#### NEW TELEGRAPH RATES.

New rates for telegrams in the Empire have recently been established. They are the following:

Description.	Piasters. <sup>a</sup>	United States currency.
Within the limits of a province:		
For 20 words or less.....	5	\$0.22
For each word over 20.....	.25	.011
From one province to an adjoining province:		
For 15 words or less.....	7.5	.33
For each word over 15.....	.50	.022
From one province to another not adjoining:		
For 10 words or less.....	10	.44
For each word over 10.....	1	.044

<sup>a</sup> Piaster = 4.4 cents.

Each word of the address and signature is counted as part of the telegram, and 10 paras (one-fourth piaster) is charged for a receipt.

#### MONEY.

The only money current in this consular district is the Turkish coin, viz, the lira, which is nominally 100 piasters; the medjidieh, nominally the fifth part of a lira; and fractional silver and copper coins. The lira has a nominal value in silver which differs in different parts of the Empire. At Sivas it is generally called 102.50 piasters; in some places it is called 108 piasters, in others 128 and 180. The fractional coins are proportionately increased in nominal value.

Different classes of goods are sold at Constantinople to the merchants of the interior, the lira being reckoned at different values for each class. For example, in purchasing dry goods the lira is called 112 piasters; for glass and crockery it is called 120; for groceries, 108.

For a few weeks last spring, a flurry in the money market was caused by the presence of large quantities of counterfeit quarter-medjediehs. As they were well made and widely circulated, and as the Government had already accepted thousands of liras worth of them, they were declared to be good.

#### BANKING AND EXCHANGE.

The Imperial Ottoman Bank has a well-established branch at Sivas, and does business with all parts of the world. It is under English and French management. There is no regular exchange between Sivas and the United States. The bank buys my official drafts at the rate of about 22.28 piasters gold to the dollar, the real value being 22.72+. Drafts on London sell for 110 piasters per pound sterling and cost 110.5 to 111 piasters gold.

## PASSPORT REGULATIONS.

All persons wishing to enter the Ottoman Empire must be provided with a passport, viséd by an Ottoman consul. Persons traveling in the country must have a Turkish traveling permit (*teskerie*). It is examined by the police in each town, and must be viséd for each destination. There are no special regulations for commercial travelers. Agents of foreign insurance companies are liable to meet with difficulties when traveling, because the foreign insurance companies are doing business in this country without official permits from the Ottoman Government, with which the Porte claims they should provide themselves. Armenians who have become naturalized in foreign countries are generally excluded from the Ottoman Empire.

## CUSTOMS DUTIES.

The duty on imports, according to the tariff in force, is 8 per cent *ad valorem*, and on exports 1 per cent *ad valorem*. The custom-house reserves to itself the right to determine the valuation.

## TAXES AND LICENSES.

The following is a summary of the principal taxes. It includes the more important ones, to which foreigners are liable. Foreigners are exempt from road tax, army-exemption tax, income tax (but this is disputed), and taxes for registration. They register at their own consulates:

1. Tithes (about  $11\frac{1}{4}$  per cent) of all agricultural products.
2. Real estate: Houses, 5 per 1,000 up to value of 20,000 piasters (\$380), 8 per 1,000 above value of 20,000 piasters (\$880); house lots, 10 per 1,000 (\$44); shops, 10 per 1,000 (\$44); fields, 4 per 1,000 (\$44).
3. On sale of real estate: Land, 20 per 1,000 (\$44); houses, 10 per 1,000 (\$44).
4. Legacies: Five per 1,000 (\$44).
5. Road (levied on each man from 20 to 60 years of age): Twelve piasters (52.8 cents) or four days' work.
6. Income: Five per cent on profits of trade or labor; not collected from agriculturists, government officials, or those living on private income.
7. Sale of cattle and horses: Two and one-half per cent.
8. Sheep and goats: Four and twenty-five one-hundredths piasters (18.7 cents) per head per annum.
9. Slaughter tax: On sheep and goats, 1 piaster (4.4 cents) per head; cattle, 2 piasters (8.8 cents) per head.
10. Army exemption: Forty piasters (\$1.76) on each male Christian (except priests) per annum, from one year till death.
11. Beehives: Three piasters (13.2 cents) each.
12. Court fees: Twenty piasters per 1,000 in all civil cases.
13. Recording petitions, etc.: Five piasters (22 cents) each.
14. Copy of sentence and other registered government documents, 40 piasters (\$1.76).
15. Execution of sentence: Twenty-five piasters per 1,000 of amount involved in civil suits.
16. Lumber: Ten piasters per 100 *ad valorem*.
17. Pasture: One and one-half piasters (6.6 cents) per head per annum.
18. Weighing by public weigher: Three paras (0.3 cent) per *batman* (about 17 pounds).
19. Selling grain: One para (0.1 cent) per *roupla* (about one-half bushel).
20. Gum tragacanth: Eleven and one-half per cent.
21. Opium: Eleven and one-half per cent.
22. Manufacture of wine: Fifteen per cent *ad valorem* of value of grapes used (300 okes, or 825 pounds, for household use, free).
23. Grapes: Eleven and one-half per cent *ad valorem*.
24. License to sell wine, etc.: Twenty-five per cent on the rent of the shop.
25. Manufacture of *raki* (brandy): Two piasters and 15 paras per 3 okes.
26. Alcohol imported: Eight per cent custom duty and 48 paras per kilogram to the public debt administration.

27. Skins of wild animals: One para (0.1 cent) on every piaster of the value of the skins.

28. Fishing license: Ten piasters (44 cents) per annum, plus 20 per cent ad valorem on lake fish and 10 per cent ad valorem on river fish.

29. Shooting license: Ten piasters (44 cents) for a district (caza) and 20 piasters (22 cents) for a province (vilayet).

30. Transportation: Horses, 20 paras (2.2 cents); donkeys, 10 paras (1.1 cents); mules, 20 paras (2.2 cents); camels, 20 paras (2.2 cents); wagons, 1 piaster (4.4 cents); each on entering the cities.

31. Rent: Five per cent per annum for registration of rent contract.

32. Registration: Births, 2 piasters (8.8 cents); marriages, 12½ piasters (55 cents); deaths, 3 piasters (6.6 cents).

33. Passports and traveling permits: Passports, 50 piasters (\$2.20); traveling permits, 12 piasters (55 cents), visé, 2 piasters.

34. Stamp taxes: Bills of exchange, drafts, inventories, and almost all commercial papers, for sums of 100 to 1,000 piasters (\$4.40 to \$44), 20 paras (2.2 cents); for sums of 1,000 to 2,000 piasters (\$44 to \$88), 1 piaster (4.4 cents); for sums of 2,000 to 10,000 piasters (\$88 to \$440), 1 piaster (4.4 cents) per each 2,000 piasters (\$88); for sums of 10,000 to 100,000 piasters (\$440 to \$4,400) 2½ piasters (11 cents) per each 5,000 piasters (\$220) or part thereof; over 100,000 piasters, 5 piasters (22 cents) per 10,000 (\$440) or part thereof. Checks, 20 paras (2.2 cents); newspapers, circulars, etc., 2 paras each; contracts, warrants, sureties, powers of attorney, permits, affidavits, sentences, and other like documents, 10 piasters (44 cents); receipts, 20 paras (2.2 cents); government receipts, 10 paras (1.1 cents) for sums not exceeding 100 piasters (\$4.40), 20 paras (2.2 cents) for sums over 100 piasters (\$4.40); petitions to the Sultan, 4 piasters (17.4 cents); petitions to the government, 2 piasters (8.8 cents); certificates of stock, 1 per cent of amount. Bills of exchange, etc., drawn upon persons residing outside of the Empire, one-half piaster per thousand.

35. Authentication, by local authorities, of the seal and signature of an Ottoman consul, subscribed and affixed to legal documents abroad, 50 piasters.

MILO A. JEWETT, *Consul*.

SIVAS, *September 13, 1902.*

*Estimated value of the principal imports and exports of the province of Sivas for the year ended June 30, 1902.*

## IMPORTS.

Articles.	Germany.	Italy.	Russia.	Turkey.	Total.
Candles .....					\$6,500
Coffee .....		\$10,000		\$5,000	40,000
Copper, tin, and zinc .....	\$500	500		4,000	25,500
Cotton goods .....	19,000	220,000		50,000	377,000
Cotton, raw .....				15,000	15,000
Cotton thread .....		20,000		25,000	75,000
Crockery and glass .....	3,500	1,000		1,000	42,500
Cutlery .....	3,000				9,000
Drugs and chemicals .....	12,000			5,000	22,000
Fexzes .....				3,000	15,000
Haberdashery .....	32,000	5,000		2,000	92,000
Iron and ironware .....	69,000				146,000
Jewelry and gold thread .....	3,000			4,000	21,000
Leather and shoes .....	3,000	5,000	\$4,000	25,000	69,000
Matches .....		4,000		1,000	13,000
Nails .....	7,000				24,000
Olives and olive oil .....				20,000	20,000
Paper .....	6,000				18,000
Petroleum .....			110,000		110,000
Rice .....				60,000	60,000
Sacks and sacking .....		2,000		20,000	33,000
Sewing machines .....	3,000				10,000
Silk and velvet .....	10,000	2,000		20,000	35,000
Soap .....		2,000		32,000	38,000
Spices .....				5,000	10,000
Spirits, wine, and beer .....	1,000		3,000	8,000	22,000
Steel .....	1,000				9,000
Sugar .....	120,000		10,000		130,000
Tea .....				1,000	11,000
Tobacco .....				60,000	60,000
Woolen goods .....	16,000			18,000	58,000
Woolen yarn .....				10,000	45,000
Miscellaneous .....					50,000
Total .....	309,000	271,500	127,000	394,000	1,711,500

*Estimatea value of the principal imports and exports of the province of Siras for the year ending June 30, 1902—Continued.*

## IMPORTS—Continued.

Articles.	United States.	Austria.	Belgium.	England.	France.
Candles .....			\$500		\$6,000
Coffee .....		\$10,000			15,000
Copper, tin, and zinc .....			500	\$18,000	2,000
Cotton goods .....	\$1,000	23,000	12,000	52,000	
Cotton thread .....				30,000	
Crockery and glass .....		7,000	30,000		
Cutlery .....		2,000	2,000	2,000	
Drugs and chemicals .....			1,000	2,000	2,000
Fezes .....		12,000			
Haberdashery .....		30,000		3,000	20,000
Iron and ironware .....	1,000	11,000	50,000	5,000	10,000
Jewelry and gold thread .....		6,000			8,000
Leather and shoes .....		5,000	2,000		25,000
Matches .....		7,000	1,000		
Nails .....	5,000	2,000	10,000		
Paper .....		10,000	1,000		1,000
Sacks and sacking .....		1,000		10,000	
Sewing machines .....	4,000			2,000	1,000
Silk and velvet .....					3,000
Soap .....				1,000	3,000
Spices .....				1,000	4,000
Spirits, wine, and beer .....	1,000	8,000			1,000
Steel .....		5,000		3,000	
Tea .....				10,000	
Woolen goods .....		15,000	8,000		1,000
Woolen yarn .....				35,000	
Miscellaneous .....	1,000				
Total .....	13,000	154,000	118,000	174,000	102,000

## EXPORTS.

Articles.	Destination.	Value.
Barley .....	Other provinces .....	\$32,000
Beans and pease .....	Samsoun (for export) .....	5,000
Cattle and sheep .....	Other provinces .....	30,000
Coffee .....	do. ....	2,500
Copper utensils .....	do. ....	10,000
Cotton goods .....	do. ....	60,000
Flour .....	do. ....	225,000
Fruit .....	do. ....	20,000
Gum tragacanth .....	Samsoun (for export) .....	20,000
Hemp .....	Other provinces .....	10,000
Hides and skins .....	Turkey, France, United States .....	110,000
Horses and mules .....	Other provinces .....	5,000
Intestines .....	France, United States .....	14,000
Iron .....	Other provinces .....	5,000
Opium .....	Samsoun (for export) .....	300,000
Petroleum .....	Other provinces .....	4,500
Rugs and carpets .....	England, France, America, Turkey .....	190,000
Salep .....	Other provinces .....	2,500
Silk and cocoons .....	France .....	40,000
Stockings .....	Other provinces .....	10,000
Sugar .....	do. ....	5,000
Tallow .....	do. ....	8,000
Tobacco .....	Samsoun, Egypt, Germany .....	118,000
Turbans .....	Other provinces .....	15,000
Turkish towels .....	do. ....	30,000
Walnuts and hazelnuts .....	Samsoun (for export) .....	15,000
Wax .....	do. ....	10,000
Wheat .....	Other provinces .....	190,000
Wool and mohair .....	France, England, United States .....	138,000
Woolen goods .....	Other provinces .....	20,000
Yellow berries .....	Samsoun (for export) .....	4,000
Total .....		1,648,500

## REPORT FROM CONSULAR AGENCY AT SAMSOUN.

Samsoun is one of the most important ports of the Black Sea, with a population of about 20,000 inhabitants, consisting of Turks, Greeks, Armenians, and foreigners, in the following proportions:

Turks .....	8,500
Greeks .....	7,500
Armenians.....	3,700
Foreigners.....	300

The harbor is not a safe one, as it is an open bay without natural or sea-wall protection; therefore steamships, and especially sailing vessels, are frequently in great danger during the winter. Often, on account of the stormy sea, steamers are unable to communicate with the city, and are obliged to stay anchored for whole days in the port or to seek refuge in the neighboring harbor of Sinope, 70 miles distant.

Samsoun, the ancient Amissus, may be considered as the chief depository and the shipping center for the products of the interior towns, and has direct communication with Marsovan, Amassia, Tokat, Lile, Niksar, Erbaa, Tsoroum, Yiozgat, Sivas, Gurun, Malatea, Harpout, Arabkir, Eginge, Mardine, and Diarbekir. Transportation from these towns is effected by means of camels, horses, donkeys, and common wagons. This method of transporting goods causes a great deal of loss to merchants, because the articles are often exposed during winter to rain and snow, and reach their destination in a damaged condition.

## EXPORTS.

Compared with the previous year, an increase of exports amounting to \$321,200 is observed. The following table shows the exports of Samsoun for the year ended December 31, 1901:

*Exports from Samsoun for the year 1901.*

Articles.	Germany.		England.		Austria.		Egypt.		France.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>	
Oats.....			4,719	\$101,940	192	\$4,140			1,065	\$22,780
Wheat.....			2,102	62,220			1,709	\$50,580	1,575	46,620
Chestnut wood.....									10	220
Cocoons.....									18	32,400
Hemp.....	82	\$10,980	31	4,160	1	140			58	7,780
Flour.....							58	2,400		
Fruits.....	3	800	4	400	18	1,800			42	4,200
Yellow berries.....	2	80	30	1,200	23	920	2	80	65	2,600
Oleaginous seeds.....	423	22,000	55	2,860	21	1,100			206	10,720
Wool and mohair.....					50	8,500				
Legumes.....	111	3,780			4	140				
Mahlel.....							77	15,700	560	19,040
Corn.....			8,015	160,800	358	7,160	1,122	22,440	1,467	29,840
Manufacture.....							9	3,780		
Eggs.....	8	1,040	4	520	69	8,980			1,506	195,780
Opium.....			3	15,000						
Barley.....			2,317	46,340						
Skins.....			14	5,600	20	8,020			193	77,200
Tobacco.....	408	40,800	99	11,880	1,303	182,420	1,175	117,500	150	26,100
Divers goods.....	39	5,100	114	22,920	5	1,320	68	27,200	83	4,040
Total.....	1,076	84,080	17,507	435,340	2,064	224,640	4,220	239,680	7,005	482,280

*Exports from Samsoun for the year 1901—Continued.*

Articles.	Holland.		Italy.		Russia.		Turkey.		Total.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Tons.		Tons.		Tons.		Tons.		Tons.	
Oats.....					5	\$120			5,971	\$128,980
Wheat.....					94	2,780	4,668	\$138,180	10,148	300,840
Chestnut wood.....									10	220
Cocoons.....							5	9,000	23	41,400
Hemp.....	20	\$2,680	31	\$4,160	10	1,340	2	260	235	31,500
Flour.....							14,937	621,380	14,995	623,780
Fruits.....			3	800	2	240	50	5,060	122	12,300
Gomme tragacanth.....							75	36,000	75	36,000
Yellow berries.....	13	520	31	1,240	70	2,800	31	1,240	267	10,680
Oleaginous seeds.....	45	2,840	24	1,260			274	14,240	1,048	54,520
Wool and mohair.....							303	82,100	353	90,600
Legumes.....					164	5,580	901	30,640	1,740	59,180
Mahlel.....							14	2,860	108	22,030
Corn.....			1,258	25,160			1,003	20,060	13,223	264,460
Manufacture.....							62	26,040	71	29,830
Eggs.....					58	7,540	48	6,240	1,093	220,100
Opium.....							24	145,000	32	160,000
Barley.....							1,111	22,220	3,428	68,560
Skins.....							110	44,000	837	134,660
Tobacco.....	258	22,180	177	31,160	34	16,320	3,773	377,300	7,377	825,660
Divers goods.....					34	5,660	341	59,420	684	125,660
Divers goods for divers destinations.....									4,942	138,300
Total.....	836	27,720	1,524	63,280	471	42,380	27,737	1,641,240	66,882	3,428,940
Total for the year 1900.....									57,519	3,107,740
Increase.....									9,363	\$31,200

The exports to the United States during the last fiscal year show an increase of \$126,089 in value over the previous year. The exports to America for the past year were valued at \$145,777, as shown below:

Pamies.....	\$73
Sheep guts.....	662
Goatskins.....	36,847
Tobacco.....	108,195
Total.....	145,777

*Tobacco.*—In comparison with the last few years, the exportation of tobacco was satisfactory. The following table shows the shipments to Europe during the last year:

To—	Quantity.	Value.	To—	Quantity.	Value.
	Tons.			Tons.	
Germany.....	406	\$40,800	Italy.....	17	\$31,160
England.....	99	11,880	Russia.....	34	16,320
Austria.....	1,303	182,420	Turkey.....	3,773	377,300
Egypt.....	1,175	117,500	Total.....	7,377	825,660
France.....	150	26,100			
Holland.....	258	22,180			

Statistics indicate that America will become an important market for Turkish tobacco for cigarettes. The gradual increase in the exportation during the last few years has been:

Year.	Quantity.	Value.
	Bales.	
1899.....	105	\$2,955.97
1900.....	300	6,962.50
1901.....	765	17,629.68
1902.....	2,591	108,195.15

The increase of tobacco exports to the United States during the last year encouraged the exporters, who, dissatisfied with their shipments to Europe and particularly to Germany, turned their attention to America, where better prices are paid. Exportation would be greater if the shippers could obtain lower rates of freight. Goods are sent usually on the steamers of the Messageries, Levant Line, Paquet, Florio, and Rubattino, and after being transshipped take not less than two months to reach their destination. The freight fluctuates between \$16 and \$18 per ton.

I am glad to observe that American manufacturers understand at last that it is to their interest to purchase Samsoun tobacco direct. This has contributed to the creation of regular and constant trade relations. Besides many individual consumers, the American Tobacco Company also turned its attention hither. Representatives of this company visited the market and personally examined the condition of the tobacco trade. The superior quality of the Samsoun tobacco tends to increase the market for it in America.

In consequence of the demand from Europe and America, the cultivation of tobacco is greatly increased. In spite of the damage caused by successive rains, the present crop promises to be large, and is calculated as follows:

In—	Bales.	Kilos.
Samsoun.....	56, 000	2, 800, 000
Baffra.....	60, 000	3, 000, 000
Total.....	116, 000	5, 800, 000

*Goatskins.*—Goatskins to the value of \$36,847 have been exported during the year ended June 30, 1902. They were shipped on the Messageries, Paquet, and German steamers at \$14.50 per ton of 1,000 kilos (2,205 pounds). They are packed in bales of 100 skins, each bale weighing 330 to 350 pounds, and are sold at present at 60 to 65 cents per skin. It is estimated that the present year's exportation of this article will be more than double that of last year, if the consumers do not make their purchases through Marseilles.

*Opium.*—Though opium is produced in abundance in the interior of this country and important sales of it are made in America, up to the present time no exportation of this article appears in the invoice book. Great quantities of this merchandise are shipped from here to Constantinople, and from there to the different markets of Europe. It is strange that the American dealers in this article do not buy direct.

*Sheep guts.*—Although the exportation of this article is very limited, it might easily be developed, as the demand in America is not small. Exports are made in barrels, each containing 2,000 to 2,500 guts. The present price is 4½ to 5 cents each.



## IMPORTS.

Compared with last year, an increase of imports is observed, amounting to \$904,720. The following table represents the total imports of Samsoun for the year ended December 1, 1901:

*Import of Samsoun for the year 1901.*

Articles.	Germany.		England.		Austria.		Belgium.		France.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Tons.		Tons.		Tons.		Tons.		Tons.	
Steel.....	17	\$1,320			40	\$3,120				
Matches.....					71	8,520				
Candles.....							2	\$400	36	\$7,920
Coffee.....					137	18,620			79	11,060
Groceries.....									2	280
Cotton goods.....	33	11,220	124	\$38,680	87	29,580	3	320		
Tin, zinc, and divers metals.....	6	700	52	25,200	2	240	6	700	44	3,160
Iron goods and nails.....	1,278	95,400	105	6,800	804	17,440	1,366	75,940	248	13,820
Fruits.....					3	420				
Oil and olives.....									3	1,800
Cloth manufacture.....	11	7,480	800	600,000	23	15,640	4	2,720		
Construction material.....									1,308	11,760
Paper.....					139	13,620			2	220
Leather.....	5	3,060					4	2,540	47	28,360
Chemicals.....	6	1,960	5	1,700	4	1,280			70	23,800
Hardware.....			3	380	3	380				
Sacks.....			139	18,060	8	1,060				
Soap.....									4	800
Sugar.....					3,286	210,300				
Glassware.....	37	4,440			62	7,440	340	40,920	2	260
Wines and liquida.....	8	540			199	12,940			11	720
Divers goods.....	44	4,440	37	7,420	105	11,980	44	4,400	32	3,520
Total.....	1,445	130,540	1,265	697,760	4,484	359,280	1,769	127,940	1,888	107,460

Articles.	Italy.		Russia.		Turkey.		Total.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Tons.		Tons.		Tons.		Tons.	
Steel.....					27	\$2,100	84	\$6,540
Matches.....	40	\$4,800			3	360	114	13,680
Candles.....					1	200	39	8,520
Coffee.....	164	22,300			42	5,880	422	57,860
Groceries.....					189	19,100	191	19,360
Cotton goods.....	1,070	286,760			108	23,760	1,425	890,320
Tin, zinc, and divers metals.....	12	860			23	3,560	145	34,420
Iron goods and nails.....	2	140			639	35,360	3,942	244,400
Fruits.....	23	2,120			694	48,580	725	51,120
Oil and olives.....					227	54,480	230	56,280
Cloth manufacture.....	158	101,120			1,329	560,040	2,325	1,287,000
Construction material.....			8	\$80	1,906	28,580	3,222	40,420
Paper.....	11	1,080			55	5,380	207	20,300
Leather.....	8	4,780			109	54,500	184	99,960
Petroleum.....			3,924	125,560			3,924	125,560
Chemicals.....					3	720	88	29,460
Hardware.....					399	51,880	405	52,640
Sacks.....	5	660			238	30,940	390	60,740
Soap.....					545	54,800	552	55,600
Salt.....					2,624	52,080	2,624	52,080
Sugar.....							3,286	210,300
Tobacco.....					514	67,940	514	67,940
Glassware.....	8	1,040			84	10,080	533	64,180
Wines and liquida.....			10	660	224	14,840	452	24,700
Divers goods.....	32	8,200	7	700	797	67,540	1,098	103,160
Divers goods from divers des- tinations.....							668	74,340
Total.....	1,538	428,864	8,949	127,000	10,783	1,192,700	27,789	3,245,880
Imports for the year 1900.....							22,759	2,341,160
Increase.....							5,030	904,720

## IMPORTS FROM THE UNITED STATES.

As there are no statistics here showing the importation of goods from the United States, it is not possible for me to give an exact statement. As a result, however, of my own observation, I can say that there has been an increase in some articles, especially agricultural machines, nails, hardware, lamps, bicycles, and pumps. This increase, although small, is mostly due to the fact that certain enterprising American firms have studied attentively the wants of the people here, and met the requirements of the situation in an energetic and liberal spirit.

*Agricultural machinery.*—Agriculturists in these regions have awakened to the necessity of using American machines. The example has been given by the governor of this city, who used them on his own farm and recommended them to the farmers of the surrounding villages. The Turkish Government, in order to facilitate the use of such machines, allows them free entry, while a duty of 2 per cent is imposed on those of native origin.

A sample depot of American machines has been established here under my direction. In it are exhibited binders, reapers, mowers, rakes, seeders, harrows, corn shellers, corn planters, cultivators, plows of every description, hand-grinding mills, etc. An able man is employed to explain the use of these machines. Germany, too, is attempting the introduction of such apparatus, but it has been proved that its machines are heavier and more costly, and consequently, unsuitable for this country.

*Bicycles.*—American bicycles are selling well. The total number imported during the past year amounts to 32. This is very small, but if the number of the inhabitants of this city—not more than 20,000—is taken into account, such a beginning is not discouraging.

*Nails.*—The consumption of American nails increased during the past year. The total imports were estimated at 113.6 tons, of a value of about \$5,100.

Other articles might well be introduced here, such as sheetings (Cabot), boots and shoes, rubber shoes, cutlery, watches, confectionery, tools, leather (sole and upper), shoe pegs, etc.

## HOW TO INCREASE TRADE WITH AMERICA.

In my report dated November 1, 1899,<sup>a</sup> I suggested what seemed to me to be the best method for introducing American products into Samsoun. Since that time, the import trade has shown a slight improvement, due on the one hand to the perception by American manufacturers of the needs of the market, and on the other, to the establishment of a direct line of steamers between Constantinople and New York. Although the service of the Deutsch Levant Line is not regular, it has nevertheless been of use. For the development of trade with the United States, an American line of modern boats is needed.

I mentioned in the same report that Germany, soon after the visit of Emperor William to Constantinople, established a fortnightly line of steamships to the Black Sea. The Germans are pushing their goods with zeal, and have been rewarded by obtaining control of almost the

<sup>a</sup>See Commercial Relations, 1899, Vol. I.

entire trade. This they accomplished by the practical terms offered and by the help afforded them by the Deutsch Levant Line. The steamers of that company, coming to this port three or four times a month, carry the bulk of the goods in demand. The Germans, before attempting any transaction, forward samples to their agents, who obtain orders for them. German representatives travel through Turkey in every direction, soliciting business. They speak the language of the country, quote prices according to the custom of the people, and, above all, show the goods offered for sale. The German manufacturers, relying on the references of their agents, give them sufficient credit—from three to six months.

This consular office is in almost daily receipt of inquiries from American merchants and manufacturers in relation to openings for their wares in this city. Such inquiries are answered as promptly as possible, but my advice to all exporters to the Black Sea would be not to burden the mails with catalogues and circulars. The Americans must follow the example of the Germans. What is most needed is an active agent, familiar with the Turkish, Greek, and English languages and supplied with samples. The people of Asia Minor, like all other practical business men, do not care to purchase what they have never seen. American manufacturers try to sell their goods by circulars and letters. The people here can never get from the pictures a correct idea of the products, hence the absolute necessity of samples.

Other drawbacks to the importation of American merchandise are the following: United States firms usually quote in American weights and measures, f. o. b. New York, while European exporters—the Germans, especially—have adopted the metric system employed in this country, and take into account the cost, freight, and insurance for delivery in a Turkish port. No rate of exchange on New York has ever been published here, and nobody knows exactly what a United States dollar is worth. Again, American manufacturers demand cash in advance, which is a heavy handicap to trade expansion.

#### UNITED STATES SAMPLE ROOM.

To facilitate the introduction of American goods, I have established a sample room, in which samples of American goods are permanently displayed. I wish to call the attention of exporters at home to this agency. It embraces agricultural machines of all kinds, pumps, bicycles, lamps, woodworking machines, nails, etc.

#### LIFE INSURANCE.

I am glad to state that American life-insurance companies are doing a good business here and in the interior, and have gained the confidence of the people. The value of life insurance is becoming better appreciated in Samsoun, and the number of the insured increases steadily. There are three American companies working at Samsoun—i. e., the New York Life, the Mutual Life, and the Equitable. The first does the largest business, and its development for the last year amounts to \$52,700. The development of the Mutual Life amounts to \$36,000. Both of these companies have gained ground by the faithful fulfillment of their contracts. The Equitable Life, which only recently established an agency, has good prospects of success.

## BANKING.

There is but one banking institution in this town, the Imperial Ottoman Bank, which furnishes all necessary facilities in this line, having ample capital and being managed in a careful and accommodating manner. It has branches in the principal towns of Turkey and is connected with many European banks. It is engaged in purchasing and selling drafts, and pays bills and lends money on merchandise deposited in its stores as security.

*Stored goods as collateral.*—The warehouse business is carried on only by the Ottoman Bank, which places the merchandise in its own depository and lends money at 7 per cent interest. Experts appointed by this bank fix the value of the goods deposited. The merchant may deliver his merchandise to the bank and borrow 75 per cent of its value, paying also storage and insurance. The merchandise is held by the bank until the payment of the debt, but it has no right to sell it without the consent of the merchant. In case the value of the merchandise deposited falls to 75 per cent of the original value, the merchant must deposit 25 per cent more.

## CURRENCY.

The dollar is worth 22.70 piasters; the English pound sterling is worth 110 piasters, and the French napoleon 88 piasters, gold.

## MOVEMENT OF THE PORT.

The following table shows the number and tonnage of sailing vessels and steamers that have entered this port during the past year.

*Movement of vessels at the port of Samsoun during the year 1901.*

Nationality.	Number.	Tons.
German .....	27	36,343
British .....	11	13,670
Austrian .....	80	148,761
Belgian .....	1	1,346
French .....	71	95,560
Italian .....	14	17,856
Turkish <sup>a</sup> .....	473	228,885
Greek .....	97	77,353
Russian .....	51	45,113
Swedish .....	2	827
Total .....	827	667,243
Total for the year preceeding .....	616	606,226
Increase .....	211	59,017

<sup>a</sup> 1,812 sailing vessels, representing 11,352 tons, under Turkish flag.

## EMIGRATION.

During the past year, more than 300 emigrants left this port for the United States. The whole number consisted of Armenians from the interior of Asia Minor. They often attempt to come back to their native land, but the Turkish authorities are opposed to their admission. Persons leaving the Ottoman Empire must have their passports indorsed by the foreign consuls at the port of departure.

## POST-OFFICES.

There are four post-offices here, the Austrian, French, Prussian, and Turkish, the last called international. The Austrian has an excellent organization. The employees of the Turkish office can not read any language except their own. The letters are often mixed up, and those for Samsoun-sent to Syria, or vice versa. As there is no special convention between the American and Austrian post, most of the books and letters from America are received through the Turkish office. Americans should write on their letters or books "via Vienna per Austrian mail."

G. C. STEPHAPAULO, *Consular Agent.*

SAMSOUN, November 1, 1902.

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SMYRNA.

Smyrna is the principal and most modern city of Asia Minor. Its climate compares favorably with that of California, and the surrounding country produces as great a variety of fruit, vegetables, and cereals as any of the American States. The Government, however, lends little or no assistance to the development of industry, and the people are handicapped by excessive taxation.

Smyrna, with its splendid harbor, is the distributing center not only for the province of Smyrna (known as the vilayet of Aidin), but also for the neighboring archipelago.

With the exception of a few manufactories of carpets, shoes, thread, and cigarettes, which employ about 1,500 people, the only industry of the vilayet is agriculture. The most important products are dried fruit (figs and raisins), valonia, opium, tobacco, barley, wheat, corn, olives and olive oil, wine, licorice root, sesame, and cotton.

Minerals are found in great variety and abundance; but foreign capital is required for their development, and the Turkish Government prohibits the acquisition of mining rights by foreigners. Notwithstanding this drawback, large quantities of chrome and emery are exported.

The province of Smyrna has an area of some 50,000 square miles, of which 15,000 are under cultivation, and 5,000 are in forest. Of the remainder, at least 5,000 square miles could easily be made to produce fruit, cereals, etc., in abundance.

The Government maintains no roads, and transportation is exceedingly difficult.

## RAILROADS.

Two railroads tap the most fertile sections of the country. The Ottoman Railway, owned by English capital, penetrates 250 miles southeast, and the Smyrna Cassaba and Prolongement, a French line, runs about 200 miles due east, connecting at Afion-Karahissar with the German Anatolian Railway from Constantinople to Konia and Angora.

## AGRICULTURE.

In the vilayet of Aidin, there are comparatively few owners of small farms (tchifliks). Most of the cultivated land is in large tracts of 500

to 2,000 acres. Some holdings are of 20,000 to 22,000 acres; but the owners are unable to work more than 500 to 750 acres, owing to a lack of capital and the practical impossibility of borrowing on mortgage. Land mortgage is prohibited by law and is not recognized by the Turkish courts. The land owner, as a rule, provides his tenants with seed and with animals for working the ground, receiving in payment one-half of the crop.

There are practically no farms run on modern principles, and the tools employed are generally of the same pattern as those in use a thousand years ago. Modern agricultural implements, however, are being introduced and find a ready sale; but most of the farms are owned by Turks, who are bad financiers, and their lack of money keeps down the demand for the manufactured article. All Turkish farmers are indebted to their bankers, who make advances on the next year's crop at a high rate of interest.

The average output for good arable land is about as follows:

Products.	Per acre.	
	Kilos.	Pounds.
Cereals.....	880	1,940
Cotton.....	600	1,322
Figs.....	2,000	4,409
Raisins.....	1,200	2,644

As the soil is very fertile, this output could be greatly increased by using fertilizers and by modern methods of cultivation.

One of the greatest disadvantages of farming in Turkey is the lack of personal security. Bands of brigands are frequently in evidence, demanding from the farmers whatever they require, and running but slight risk of molestation by the authorities.

#### COTTON GOODS.

The most important articles imported from America are agricultural implements and cotton goods. Dwight's "Cabot A" has become the Turkish standard for cotton sheeting. Unfortunately, very little attention is given by the American cotton manufacturers to this market, and instead of gaining ground they are losing it. The trademark "Cabot A," though registered in this country, is constantly being counterfeited, and as the counterfeits are sold at a lower figure than the genuine article, they are making large inroads on the sales of the American product. The attention of American manufacturers has on several occasions been called to this matter, but without result, and it is presumed that they are indifferent to the outcome.

The yearly consumption of gray sheetings and drills of different qualities amounts to nearly \$850,000. They are imported from the United States, England, and Italy. The best quality comes from the United States, and the annual trade amounts to about 4,000 bales of sheeting and 2,500 bales of drills, representing a total value of some \$305,000. About 2,000 bales of imitation American sheetings are annually imported from Italy, representing \$95,000 in value. The remainder, consisting largely of gray domestics, much inferior to "Cabot A," is imported from England, and is valued at nearly \$450,000.

Some 1,200 cases of American blue drills are imported annually. The Smyrna merchants buy these goods in England, from commission houses representing American mills.

#### HARDWARE.

The sale of American hardware is rapidly increasing in such articles as small tools, locks and hinges, doorknobs, common shears, bits, egg-beaters, padlocks, etc. American hardware is generally conceded to be of better quality for the same price than other foreign goods, but the long credits given by German manufacturers appeal to the local merchant.

#### RUBBER SHOES; LAMPS, ETC.

American rubber overshoes have, during the past year, captured the trade from the German, English, and Russian exporters. The styles in demand are men's and women's plain sandals with rolled edges, and boys' and misses' plain sandals.

American lamps and lamp chimneys are in demand, but German lamps, being much cheaper, practically control the market.

The Singer sewing machine is meeting with a very large sale.

I repeat the recommendations in my report for 1901, that American manufacturers introduce their goods through the medium of large commission houses at ports on our eastern seaboard, preferably New York. These firms send their traveling men direct to Turkey to exhibit samples and make all necessary arrangements with local merchants. The attempts to sell goods by catalogue have not proved successful here.

#### TARIFF.

The Turkish Government collects 8 per cent ad valorem duty on all imports, but quay dues, custom-house charges, etc., will bring the total up to 10 per cent.

No accurate statistics are obtainable, but I give below a careful estimate of Smyrna's foreign trade for the year ended June 30, 1902.

RUFUS W. LANE, *Consul*.

SMYRNA, *October 25, 1902.*

#### *Exports of Smyrna during fiscal year ended June 30, 1902.*

Articles.	Value.	Articles.	Value.
Antimony .....	\$68,000	Raisins, sultanas .....	\$3,260,000
Barley .....	1,200,000	Raisins, other qualities .....	603,000
Beans .....	21,000	Salt .....	65,000
Cotton .....	440,000	Sesame .....	128,000
Cotton seed .....	83,000	Sponges .....	210,000
Carpets .....	943,000	Goatskins .....	47,000
Emery .....	236,000	Lambskins .....	39,000
Dairy .....	40,000	Tobacco .....	961,000
Aniseed .....	29,000	Valones .....	1,121,000
Figs .....	1,427,000	Wines .....	173,000
Figs, naturals .....	164,000	Rags .....	9,000
Gum tragacanth .....	28,000	Wool .....	66,000
Licorice root .....	610,000		
Opium .....	1,017,000	Total .....	13,089,000
Olive oil .....	76,000		

*Exports of Smyrna, by countries.*

Country.	Amount.	Country.	Amount.
Austria.....	\$920,000	Italy.....	\$710,000
Australia.....	80,000	Roumania.....	69,000
Belgium.....	480,000	Russia.....	529,000
Bulgaria.....	80,000	Spain.....	146,000
England.....	5,506,000	Sweden, Norway, Far East, and India.	150,000
France.....	876,000	United States.....	2,084,000
Germany.....	846,000		
Holland.....	713,000	Total.....	13,089,000

*Imports of Smyrna during fiscal year ended June 30, 1902.*

Country.	Amount.	Country.	Amount.
China.....	\$60,000	Belgium.....	\$654,000
Austria.....	1,680,000	Roumania.....	18,000
Persia.....	158,000	Russia.....	669,000
Sweden and Norway.....	31,000	Germany.....	1,480,000
India.....	78,000	Italy.....	886,000
Bulgaria.....	31,000	France.....	849,000
Greece.....	106,000	England.....	3,974,000
United States.....	518,000		
Holland.....	296,000	Total.....	11,468,000

*Imports of Smyrna from the United States during fiscal year ended June 30, 1902.*

Articles.	Value.	Articles.	Value.
Gray sheetings.....	\$180,000	Watches.....	\$7,000
Gray drills.....	80,000	Rubber shoes.....	12,000
Blue and black drills.....	180,000	Leather.....	16,000
White drills.....	80,000	Soaps.....	4,000
Hardware.....	14,000	Lamps and cylinders.....	2,000
Bicycles.....	3,000		
Agricultural instruments.....	40,000	Total.....	518,000



# AUSTRALASIA.

## NEW SOUTH WALES.

### SYDNEY.

I give below trade statistics of this State for the year 1901:

*Trade of New South Wales with the principal countries during 1901.*

Country.	Imports.	Exports.
United States .....	\$13, 643, 918. 93	\$12, 356, 008. 01
Philippine Islands .....	286, 330. 26	733, 401. 02
Hawaiian Islands .....	4, 812. 97	475, 641. 97
Total .....	13, 935, 062. 16	13, 565, 051. 01
France .....	1, 224, 411. 40	7, 311, 132. 74
Germany .....	5, 872, 128. 16	6, 625, 258. 62
Belgium .....	744, 404. 17	5, 323, 678. 28
Total .....	7, 840, 943. 73	19, 270, 069. 84
British trade:		
Imports .....		\$104, 612, 960. 60
Exports .....		963, 920, 837. 29
Total trade with all countries:		
Exports .....		133, 104, 244. 95
Imports .....		131, 046, 172. 90
Excess of exports .....		2, 058, 072. 05
Gold included in above:		
Exports .....		21, 203, 530. 69
Imports .....		19, 683, 975. 40
Excess of exports .....		1, 520, 555. 29

Some of the principal articles imported in 1901 were:

Articles.	Value.	
	English currency.	United States currency.
Apparel .....	£1, 176, 763	\$6, 357, 183
Bags and sacks, jute .....	196, 653	490, 345
Bicycles .....	95, 243	463, 486
Boots and shoes .....	426, 504	2, 076, 020
Chemicals .....	103, 379	502, 607
Cordage .....	79, 721	337, 933
Drugs .....	215, 678	1, 040, 597
Dried fish .....	221, 500	1, 077, 980
Floor cloth .....	97, 265	478, 340
Furniture .....	185, 422	686, 031
Rice .....	110, 564	535, 090
Hardware .....	321, 869	1, 596, 375
Hats and caps .....	226, 434	1, 101, 933
Planes .....	106, 331	512, 851
Block wire .....	92, 559	450, 436
Galvanized sheets .....	240, 169	1, 168, 732
Leather .....	145, 170	708, 470
Agricultural machinery .....	75, 269	363, 237
Malt .....	119, 975	583, 356
Kerosene .....	276, 766	1, 317, 670
Paints, mixed .....	113, 022	574, 364
Printing paper .....	216, 906	1, 033, 558
Plated ware .....	122, 014	593, 781

Articles.	Value.	
	English currency.	United States currency.
Rails.....	£297,333	\$1,446,971
Silks.....	199,242	969,611
Stationery.....	165,981	807,747
Sugar, raw.....	749,521	3,647,544
Tea.....	401,692	1,964,884
Timber:		
Dressed.....	107,046	520,989
Rough.....	474,279	2,308,079
Telegraphic materials.....	147,291	716,792
Tin plates.....	99,756	485,463
Tools.....	124,947	608,065

*Imports from Germany.*

Principal articles.	1900.	1901.
Apparel and drapery.....	\$798,790	\$356,625
Arms, ammunition, and explosives.....	61,470	(a)
Beer.....	51,640	(a)
Books, paper, stationery, etc.....	271,100	(a)
Boots and shoes.....	102,320	78,865
Candles.....	106,532	(a)
Cement.....	300,275	(a)
Chemical products.....	141,965	35,565
Drugs and apothecaries' wares.....	57,075	44,985
Furniture.....	72,780	101,425
Glass and glassware.....	226,150	(a)
Hardware and ironmongery.....	84,665	86,665
Hollow ware.....	98,080	(a)
Iron and iron manufactures.....	653,680	(b) 326,040
Lamp ware.....	23,230	(a)
Machinery.....	92,110	(a)
Matches.....	29,765	(a)
Musical instruments.....	444,740	(a)
Sewing machines.....	24,345	(a)
Spirits.....	238,145	(a)
Starch.....	79,865	(a)
Sugar.....	155,415	301,065
Telegraphic material.....	58,155	(a)
Tobacco, cigars, and cigarettes.....	126,790	(a)
Toys and fancy goods.....	186,390	(a)
Zinc.....	835,615	(a)

a Returns incomplete.

b Block wire and nails.

*Principal articles of import and export at Sydney from January 17 to June 7, 1901 and 1902.*

## IMPORTS.

Articles.	1902.	1901.
Apparel and drapery.....	\$9,199,975	\$10,471,730
Beer.....	427,375	625,860
Boots and shoes.....	584,545	1,253,480
Cement.....	2,280	157,360
Copra.....	244,625	131,062
Drugs and chemicals.....	999,360	1,011,835
Earthenware, etc.....	521,920	522,460
Flour.....	85,330	43,320
Furniture.....	97,180	1,193,035
Galvanized iron.....	523,380	629,375
Gold, uncolined.....	4,371,420	4,525,085
Hardware.....	3,182,230	3,389,740
Iron and steel.....	701,455	564,270
Jewelry.....	645,005	1,040,190
Jute goods.....	330,445	314,540
Machinery.....	1,381,610	1,639,250
Gilmen's stores.....	1,315,130	2,117,210
Ores.....	288,765	302,710
Paints and oils.....	683,730	1,384,565
Produce.....	2,926,550	1,906,935
Skins, hides.....	881,785	759,215
Spirits.....	902,100	967,420
Stationery and books.....	1,267,395	1,656,615
Sugar.....	660,965	724,636

Principal articles of import and export at Sydney from January 17 to June 7, 1901 and 1902—Continued.

## IMPORTS—Continued.

Articles.	1902.	1901.
Tallow .....	\$53, 970	\$65, 310
Tea .....	462, 006	787, 750
Timber .....	1, 012, 575	1, 412, 706
Tobacco and cigars .....	578, 189	785, 235
Wheat .....	21, 040	596
Wool .....	308, 060	513, 020
Gold coin .....	24, 115	8, 000
<b>Total</b> .....	<b>41, 630, 110</b>	

## EXPORTS.

Apparel and drapery .....	\$1, 060, 645	\$771, 455
Butter .....	405, 065	939, 096
Coal .....	49, 080	105, 865
Coin, gold .....	2, 636, 450	6, 085, 750
Copper .....	688, 540	841, 280
Copra .....	41, 580	81, 280
Drugs and chemicals .....	454, 500	291, 285
Flour .....	382, 075	686, 445
Galvanized iron .....	141, 305	107, 775
Gold, uncolined .....	822, 450	260, 875
Hardware .....	905, 150	745, 575
Jute goods .....	104, 510	79, 880
Leather .....	929, 665	897, 455
Live stock .....	170, 575	228, 705
Machinery .....	655, 035	498, 330
Manure .....	176, 350	168, 075
Meats .....	1, 406, 365	1, 552, 000
Oilmen's stores .....	25, 080	410, 025
Paints and oils .....	440, 725	632, 110
Produce .....	787, 765	659, 825
Silver .....	804, 490	698, 670
Skins and hides .....	1, 272, 570	1, 102, 805
Stationery and books .....	351, 810	221, 470
Sugar .....	387, 430	413, 820
Tallow .....	1, 000, 460	1, 066, 220
Tea .....	221, 165	155, 570
Tin .....	256, 555	248, 340
Tobacco and cigars .....	290, 179	208, 585
Wheat .....	1, 341, 348	1, 754, 565
Wool .....	14, 694, 395	14, 838, 330
<b>Total</b> .....	<b>37, 392, 075</b>	

## Agricultural products for the year ended March 31, 1901.

Crop.	Area.	Production.	Average per acre.
	<i>Acres.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Wheat .....	1, 522, 191	16, 069, 363	10.6
Maize .....	206, 125	5, 672, 688	27.5
Barley .....	9, 420	113, 721	12.1
Oats .....	29, 865	568, 348	20.2
Rye .....	1, 996	24, 928	12.5
Millet fiber and grain .....	3, 208	20, 386	11.3
		25, 506	68.2
Hay:			
Wheaten .....	331, 489	337, 421	c 1
Barley .....	904	1, 262	c 1.4
Oaten .....	96, 046	92, 662	c 1
Lucerne .....	37, 054	84, 440	c 2.3
Potatoes .....	29, 398	62, 922	c 2.1
Tobacco .....	199	1, 965	b 9.6
Sugar cane:			
Cut this year .....	10, 472	190, 188	c 19
Not cut .....	11, 642		
Grapes:			
Wine .....	4, 527	891, 190	d 19.5
Table .....	2, 696	4, 114	c 1.7

\* Hundredweight of fiber.

b Hundredweight.

c Tons.

d Gallons.

*Live stock statistics, 1900.*

Horses .....	480, 804
Cattle .....	1, 975, 997
Sheep .....	39, 612, 126
Swine .....	255, 627

O. H. BAKER, *Consul.*SYDNEY, *June 21, 1902.***SUPPLEMENTARY.**

The latest estimate of population of New South Wales is 1,380,890. The area is 198,848,000 acres, of which 2,274,493 acres was under cultivation in March, 1902. There was in wheat 1,389,434 acres, which produced 14,786,059 bushels, an average of 10.6 per acre.

The present crop of wheat is largely a failure, and conservative estimates place the shortage at 6,000,000 bushels, which must be imported.

The next crop of importance is maize. The last harvest was 4,838,835 bushels from 189,999 acres—25½ bushels per acre. Owing to excessive drought, there will be a very short crop this season. Last year there were 350,000 bushels imported, and there will probably be a much greater importation this season.

All other grain and grass has suffered, and the country districts are suffering severely.

The sheep and cattle industry has always been the chief resource of New South Wales, and as this also has been badly crippled, the power to purchase is proportionately reduced.

There were in New South Wales, in 1891, 61,831,416 sheep. At present, it is estimated that there are not over 20,000,000, a decrease of 40,000,000 in eleven years. It is said that in 1891, the lands were overstocked and that a reduction was necessary, but the drought is responsible for the losses of the last four or five years.

The herds of cattle, horses, and swine have also greatly decreased.

ORLANDO H. BAKER, *Consul.*SYDNEY, *December 8, 1902.***NEWCASTLE.**

The bare and deserted appearance of the harbor at present indicates the slackness in the foreign section of the shipping trade, and so far as can be judged, no material improvement can be expected until well into the new year. All circumstances point to a continuance of one of those periods of depression which have always been a feature of the Newcastle coal trade. For over three years, Newcastle has enjoyed an abnormally brisk traffic, caused by circumstances entirely outside the operations of regular business. First, there was the Spanish-American war, which led to an increase in coal export to American maritime centers and also to Manila, the demand being principally created by the transports conveying troops thither and the general trade activity engendered by warlike operations. Before trade slackened to the normal level, the war between Great Britain and South Africa had commenced, and with the outbreak of hostilities there arose an

immense demand for coal and tonnage. Transports chartered to carry troops, horses, and war supplies visited the port in large numbers, each requiring coal for the outward and homeward passage, which alone made up a handsome total in the gross export of the years 1899–1901. The displacement of so much tonnage and the high price to which coal rose in Great Britain created conditions which made it possible for Australia to compete successfully in the trade of the East, of California, and of the west coast of South America.

To show the growth of the coal-export trade during the past six years, the following table has been prepared:

	Tons.
1896.....	2, 070, 304
1897.....	2, 431, 489
1898.....	2, 485, 394
1899.....	2, 478, 397
1900.....	3, 021, 912
1901.....	3, 104, 735
1902 (to date).....	2, 521, 751

The figures for 1902 are computed to date, and it will therefore be seen that the export for the year can not possibly reach the record figures of 1900 and 1901. The export for the next two months will be good if it averages 45,000 tons a week, and even at that estimate the year's total will fall short of the preceding twelve months. It is gratifying, however, to note that while the trade has fallen off, it is after all only a reversion to the conditions which obtained prior to the exceptional activity caused by the wars. Apart from the extraordinary conditions which created the rush of tonnage and the demand for coal in 1899, 1900, and 1901, Newcastle may be said to have held its own very well. In 1897, a normal year, the total export was 2,431,489 tons. The year following it was 2,485,394 tons. It was not until the close of 1899 that the export reached the 3,104,735 tons record. Since then there has been a decline, and when the year closes the export will probably stand at about two and three-quarter million tons. This, however, will be largely governed by the export to Victoria, and should the government of that State decide upon reducing the import from Newcastle, the estimate must be reduced in a corresponding degree. On the whole, the analysis tends to show that the trade of the past nine months has not been so bad as it might have been.

In looking over the more important features of the year, several lapses are noted. This year, for instance, there has been an entire absence of Indian troop steamers. In other years, a large number of British Indian vessels visited the port to carry horses to India. In each instance their visits resulted in a large quantity of coal being sold for bunker purposes and for consumption abroad. This year, the horses are not being sent in any great number, and those which have been shipped were drawn from Victoria and Queensland. Newcastle also finds a strong competitor in Indian coal mines, with the result that no orders have been placed here for that particular class of trade. Another cause which has contributed to a slackening business is the absence of wool and frozen meat, due to the drought. The loss in this respect is a general one. The wool arrivals to date this year are 11,806 bales, against 24,697 bales for the corresponding period of 1901, which was also a bad season. But these classes of trade will revive, and in the course of one good season there will be a return of prosperous conditions.

Unfortunately, this is not true of the coal trade. The real trouble in regard to this important branch of commerce is that a whole series of changed conditions have to be faced. Take, for instance, the Californian trade, which has hitherto been one of the largest factors in coal exportation. For years, rumors have reached Australia regarding the inroads made upon the coal trade by oil fuel. Originally the chief competing element was Californian coast coal. To-day, oil is rapidly displacing coal for steamers, household consumption, and manufacturing purposes. Merchants here regard the California market as practically lost to Australia. What the future of the South American trade will be it is difficult to forecast. It is certain that, when the isthmian canal is completed, the whole coal trade on this side of the world will be altered.

To-day, there are in port 13 vessels, with an aggregate tonnage of 25,443 tons, a much smaller number than the records show for the corresponding period of previous years as far back as 1896. Over 80 vessels are listed to arrive, but of this number not more than a dozen are due, while many have not yet sailed. There can not, therefore, be any immediate increase of the vessels in port, nor do owners evince any disposition to charter at the low rates ruling. At the present time, business does not justify charterers giving more than 10s. 6d. (\$2.55) on cost, insurance, and freight charges for San Francisco, while owners are asking 12s. 6d. (\$3.04), which is practically prohibitive. For the west coast, the rate is 11s. (\$2.67); Honolulu, 12s. 6d. (\$3.04) to 13s. (\$3.16), while Manila is quoted at 11s. (\$2.67); but it is doubtful if the business recently done at that figure could be repeated. If anything, there is a slight upward tendency. As a contrast, the freights which ruled in 1898 were: San Francisco, 16s. (\$3.89); Valparaiso, 16s. (\$3.89) f. o. b.; Callao and northern ports, 17s. (\$4.13) to 18s. (\$4.37); San Diego, 20s. (\$4.86); Singapore, 15s. (\$3.64); Hongkong, 16s. (\$3.89); Java, 15s. (\$3.64), and Mauritius, 17s. (\$4.13). That was because coal was in demand, and the importers could afford to pay the higher figure. Just now, with a prevailing dullness throughout the shipping world, and particularly in the coal markets, the present price of coal will not justify a higher freight, and owners prefer for their vessels to lie idle rather than to accept a freight which leaves no margin of profit.

F. W. GODING, *Consul*.

NEWCASTLE, *November 12, 1902.*

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## SUPPLEMENTARY.

### IMPROVED SHIPPING FACILITIES.

When the improvements already designed are completed, there will be an area of 90 acres in which ships can be moored with safety and convenience; it will be a second harbor for the port. Within a very short period of time, the hydraulic cranes, of which there are six, will be completed on the dike side. The wharfage accommodation comprises 1,300 feet, the cranes being available practically at any point, and the lines of railway that have been made will render it possible for two cranes to be at work at one ship where quick dispatch is required. This long stretch of wharfage is to be lighted with electric light, the

light being supplied by the machinery at the existing power house. The hydraulic power for the two cranes is supplied by two accumulators, weighted 600 pounds per square inch. The pumping machinery consists of two 100-horsepower high-pressure engines, and one 250-horsepower condensing engine. The pressure is conveyed by a 6-inch high-pressure pipe, which is carried by an 8-inch return pipe under the deck of the wharf on brackets bolted to the strong piles. The water, as in the case of the stationary dike cranes, after being used on the rams, is carried back to the tank in the power house by the return pipe, thus avoiding all waste. Each crane is carried on four frames, with flange rollers for traversing the wharf by means of winch gear inclosed therein. The jib, which is 52 feet long, is held in position by a pinion and two stanchions, securely bolted to the check pieces between which the hoisting ram is guided. The radius of the jib is 42 feet 6 inches. The lift of these traveling cranes is 45 feet above the deck of a vessel, or 56 feet 6 inches above low-water mark. This height is a great advantage in loading the bunkers of very large steamers, as they may be coaled without difficulty. Each crane costs \$13,400 in England, and the cost of erection and freight is, of course, considerable. The wharf is built of timber, and is considered by experts the strongest timber wharf in the world. It is designed to allow for a depth of 28 feet at low water on the outside row of piles. At the present time, there is a depth of 25 feet; the dredging of the channel is now completed.

At an early date, the existing stationary cranes will be replaced by similar traveling cranes, arrangements for which have already been completed.

The control of the Queen's wharf, which has been under the railway commissioner's department, has been transferred to the public works department.

A hitherto uncharted rock has been discovered about 300 yards east of "Big Ben" and about 400 yards from the end of the breakwater, with 26 feet of water on it. As this is very near to the regular track for vessels passing in and out of the harbor, attention has been called to it.

Considerable progress has been made with the general scheme of Newcastle harbor improvements. The work of extending the northern and southern breakwaters is showing results. The guide wall is completed, 46,300 tons of stone being utilized in its construction. Since October, 1899 (the date on which the extension of the southern breakwater began), 67,058 tons of stone have been deposited, resulting in an extension of 304 feet. The northern breakwater was commenced in October, 1898, since which time it has been extended by 1,460 feet, representing 119,113 tons of stone.

The work of reclaiming what is known as Walsh Island, in the north harbor, fits in very well with the dredging operations, and since the commencement of the work (in March, 1892), 82,492 tons of stone have been deposited there. The wall around the island will be 4 feet above high-water mark, of which about 9,000 feet have been completed. To complete these arrangements, \$350,000 has been appropriated by the New South Wales government, while \$100,000 has been set apart for the improvement of the northern rivers and harbors of this district.

Owing to unnecessary delays of loaded vessels at the buoys, the government has imposed a fine of \$50 for each 12 hours delay when there is no valid reason for the vessel not proceeding to sea.

One serious drawback to the development of the shipping and commercial interests of Australia is the fact that the carrying of freight has been in the hands of a ring. This, I am happy to announce, has been checked by a new competing line of sailing vessels between New York and Adelaide, South Australia.

#### MINING INDUSTRY.

The value of the mineral wealth produced in this State to the end of 1901 is estimated at \$733,210,835. The total number of men employed in and above the mines during the year is computed at 36,315, and shows a decrease of 7,130 persons from the year 1900. The estimated total value of the machinery erected at the mines (other than coal or shale mines), including the value of the dredging plants, is \$10,533,880. This is exclusive of the value of the plants of the various smelting companies, nor can the value of the plants at the coal and shale mines be stated at this period.

The gold obtained to the end of 1901 is estimated at 13,475,633 crude ounces, valued at \$248,309,075, which is the lowest yield recorded since 1894. Of the above amount, the gold saved by the dredges during the year amounted to 28,585 ounces, valued at \$448,140.

Silver and lead ores have been extracted to the value of \$9,272,315; lead (pig, etc.) to the value of \$502,505; zinc (concentrates) to the value of \$20,275, and copper to the value of \$2,066,510. The number of men engaged in the mines is 2,964. Doubtless, the use of copper will be greatly extended in the near future, as a cheap process for tempering it and welding it to steel and iron has recently been discovered.

Tin has been obtained to the value of \$386,575. The number of men employed is 1,428. Most of this tin is obtained from alluvial deposits, the severe drought greatly interfering with the output.

*Coal.*—The most gratifying event in mining during the past year was the sustained activity in the coal trade. The quantity of coal raised during the year is reported to be 5,968,426 tons, valued at \$10,894,645. This is the largest output yet recorded. The number of persons employed in the northern district is 12,991. The development of the coal fields in this district is progressing rapidly. Near Maitland, a seam of coal 30 feet thick has been struck, at a depth of 180 feet. This and other bores in the neighborhood prove a seam of coal in this part of the district varying from 24 to 40 feet. The price of coal still continues at 11s. (\$2.67) a ton, but owing to a decrease in the demand, it is thought probable that the price at the beginning of the year will be reduced, possibly to 9s. (\$2.19) or 10s. (\$2.43) per ton.<sup>a</sup> The miners' wages at present are \$1 a ton, but as they are working on a sliding scale, the price of mining will be decreased in proportion.

*Iron.*—Considerable attention is being attracted to the question of establishing ironworks in this State, capable of supplying practically all of the requirements of Australia. Two important schemes are being advocated—one, to smelt ore at Lithgow from the deposits in the western district, where one range alone, according to an English expert, is capable of supplying sufficient mineral to make all the iron and steel

<sup>a</sup> In a later report, the consul says that the colliery proprietors have decided in conference that the price of coal shall remain at 11s. (\$2.67) per ton, less 5 per cent, until further notice.



required in Australia for many years; and the other, to bring ore from Tasmania and smelt it in the vicinity of Sydney, or elsewhere upon the seaboard. The indications all point to the probability that extensive iron smelting works will at no distant date be established in this State, and employment found for a great number of hands. The value of the ironstone raised for flux during the year was \$18,875.

*Diamonds.*—It is estimated that diamonds to the value of \$48,780 were obtained during the past year. The stones have commanded a ready sale, and an increased output is anticipated for the present year. The total production of diamonds to the end of 1901 is estimated at 109,425 carats, valued at \$326,455.

*Opal.*—The output of opal is confined to the Whitecliffs field, the value of the production for the year being estimated at \$600,000. This shows an increase of \$200,000 over the previous year, and it is largely due to a lack of work in other districts.

In addition to the minerals already mentioned, the value of others raised during the year was: Alunite, \$46,190; antimony, \$5,915; bismuth, \$33,325; chrome, \$38,870; cobalt, \$5,255; limestone (for flux and lime making), \$110,205; platinum, \$3,895.

#### NEW KEROSENE OIL DEPOT.

A lease for fifteen years of an acre of land at the top end of the Carrington dike having been obtained from the railway commissioners, a kerosene oil depot is now being established there by the Shell Transport and Trading Company, Limited, for which Messrs. Burns, Philp & Coy, of Sidney, are the general agents. There are five corrugated iron buildings and two extensive iron holders, or reservoirs, in course of erection. The tanks resemble gasometers. One of them is 20 feet in diameter and 15 feet high, and is capable of holding 100 tons, or 33,000 gallons of oil. The other tank is half the size, 20 by 7½ feet, and is capable of holding 50 tons, or 16,500 gallons. The oil is to be imported from Batum, in Transcaucasia, the company owning large petroleum deposits there as well as in other parts of the world. The company has a capital of \$200,000,000, and one-tenth of this has been set aside as the Australian capital. It owns a fleet of 38 steamers, which have been specially constructed for the carriage of oil, being fitted throughout with tanks. Depots have already been established at Sydney, Bathurst, Junee, Dubbo, Wollongong, Clyde, Pyrmont, and Gore Bay, the latter being a large distributing center. Altogether, the company has been the means of bringing an immense amount of capital into this State, the Newcastle depot alone involving an expenditure of over \$25,000. This will be the distributing center for a radius of 100 miles, and the depot will be ready to receive bulk oil about October 1. The intention is to have vessels come regularly with supplies, and one effect of this will be a substantial reduction in the present cost of kerosene oil to the general consumers, though the quality is much inferior to that furnished by the American firms. There is very little handling, and consequently, the cost of this is minimized. The oil is first pumped into the steamer's tanks by powerful steam pumps, and is carried in bulk, and there is nothing more in the way of labor until the port of destination is reached. The vessels, on arrival at Newcastle, will be berthed opposite the depot, and the oil

will then be pumped into the receiving tanks, from which it will gravitate, as required, to the storage and filling shed. The filling is to be done automatically. It can then be poured into kegs of various sizes and dispatched anywhere by rail. Provision is being made for a railway siding. The oil is to be pumped from the steamers by a  $2\frac{1}{2}$  semi-rotary pump, which is now being fitted up. The connecting pipes have been laid several feet in the ground, and come out at a trap door in the wharf. A large iron well is to be placed at the bottom of the reservoir tanks, to catch any dirt that might get into the oil in transportation. About 15 hands are engaged in the establishment of the depot. The buildings in course of erection include a pump room, offices, storage and filling shed, and stables. The industry will be an entirely new one to this port, and will afford regular employment to a number of hands under a local manager.

#### MANUFACTURE OF PORTLAND CEMENT.

A new company with a capital of \$1,000,000, which is the largest in Australia, has been formed for the manufacture of cement at a place called Portland. They are making cement which they claim to be equal, if not superior, to any imported from abroad. The property embraces 1,500 acres, while the buildings cover an area of 86,000 square feet. The plant is fully equipped with the latest machinery, has a brickyard in connection with it, a repair shop, laboratories, storage reservoir, and railway lines. It is estimated that the annual importations of cement into the commonwealth total about 75,000 tons, representing a value of \$1,000,000. The present works, as they stand, have a capacity of 27,000 tons per year, but they are so laid out as to permit, without disturbance to current operations, any degree of enlargement. The company owns and operates its own colliery. The motive power consists of electricity and steam. At present, 150 men are employed.

#### NEW ENTERPRISE.

A new turnery and spoke factory has just been opened at Nelligen. It is fitted with the latest improved machinery, and is capable of turning out 5,000 finished spokes per week.

#### DROUGHT.

Doubtless the most extreme drought that has ever afflicted New South Wales and Queensland has been in existence for nearly eleven months. Places with an average rainfall of 35 inches per annum have for the past six months received only  $2\frac{1}{2}$  to  $3\frac{1}{2}$  inches. Cattle and sheep in all parts are starving, the fodder having risen to prohibitive prices. Beef and mutton are at prices unknown for fifty years, and food for man and beast threatens soon to be at famine rates.

#### MEAT FOODS.

Owing to the drought, it has been estimated by those interested, the number of sheep lost amounts to 40,000,000, and the belief is current that, if it continues much longer, there will be only a few millions left

in the entire State. The losses of cattle have been most serious, one farmer losing 102 out of a herd of 136. This has caused a great rise in the price of beef, which has increased from 5 cents per pound to 18 cents, causing great hardship among the laboring classes. Pork is now selling at 10 cents per pound; steers bring about \$50 a head; cows from \$35 to \$40 a head. Local butchers inform me that they expect the price to reach 25 cents a pound within the next three months. From Newcastle alone, there have been shipped during the past year 138,257 carcasses of sheep, weighing 6,152,433 pounds, and 25,038 quarters of beef, weighing 5,039,541 pounds, totalling 11,191,974 pounds, a decrease of 8,132,407 pounds from last year. Owing to the high price of meat, hundreds of thousands of rabbits are brought into the market, and have become quite a common article of food, on account of their cheapness. Where, heretofore, these rabbits were poisoned wholesale, as a pest, it has been suggested by some that it would be profitable to protect them, and allow them to increase to the fullest possible extent for food purposes.

*Shipping return showing the number and tonnage of vessels (exclusive of coasters) entered and cleared at the Newcastle custom-house for the year ended June 30, 1902.*

	Vessels.	Tonnage.
Inward .....	1,500	2,149,782
Outward .....	1,502	2,161,089

*Revenue collected at the Newcastle custom-house during the year ended June 30, 1902.*

	Amount.		Amount.
Tonnage rates .....	\$33,761.12	Harbor removals .....	\$61,660.23
Harbor and light dues .....	46,068.94	Miscellaneous .....	771.10
Duty and excise .....	682,490.26	Total .....	800,356.27
Pilotage .....	55,604.62		

*Export of coal from Newcastle to places beyond the State for the year ended June 30, 1902.*

Country to which exported.	Tons.	Country to which exported.	Tons.
Victoria .....	774,771	Sandwich Islands .....	96,687
Queensland .....	42,998	Panama .....	5,381
South Australia .....	419,066	Mexico .....	25,517
West Australia .....	166,624	New Guinea .....	4,100
Tasmania .....	78,409	Great Britain .....	5,090
New Zealand .....	247,056	Cape Colony .....	8,544
Hongkong .....	15,000	Natal .....	29,049
United States .....	253,190	Gilbert Islands .....	5,235
Java .....	96,922	China .....	2,050
New Caledonia .....	17,062	South Sea Islands .....	4,377
India .....	40,352	Celebes Islands .....	6,767
Philippine Islands .....	97,868	Canada .....	5,000
Fiji .....	21,870	New Britain .....	2,550
Mauritius .....	7,848	Nicaragua .....	881
Peru .....	42,822	Society Islands .....	1,345
Chile .....	414,487	Total .....	2,966,391
Singapore .....	49,583		
Ecuador .....	4,401		

*Principal items of export (other than coal) for the year ended June 30, 1902.*

Article.	Quantity.	Article.	Quantity.
Butter.....pounds..	29,408	Silver-lead bullion.....tons	16,738
Coke.....tons..	6,400	Railway sleepers.....number	97,766
Copper ingots.....cwt..	13,286	Tallow.....cwt..	5,385
Hay and chaff.....tons.	1,455	Timber, rough.....superficial feet	1,130,063
Flour.....centals..	335	Wool:	
Wheat.....bushels..	8,204	Greasy.....bales	118,083
Cattle.....number..	2,090	Washed.....do	22,286
Horses.....do..	1,620	Copper.....tons	965
Sheep.....do..	11,866	Other ores.....do	62,383
Pigs.....do..	835		
Bone dust.....tons..	106	Value of coal exported.....	\$7,219,769.08
Meat, preserved.....pounds.	56,630	Value of other exports.....	3,806,967.98
Frozen mutton.....cwt..	47,686		
Onions.....do..	98	Total value.....	11,025,737.06
Potatoes.....do..	1,558		

*Principal items of imports and values for the year ended June 30, 1902.*

Item.	Value.	Item.	Value.
Apparel.....	\$193,024.85	Kerosene.....	\$27,894.78
Butter.....	59,429.69	Oils.....	743,917.52
Drapery.....	260,610.81	Potatoes.....	162,302.65
Dried fruits.....	28,191.63	Salt in bags.....	20,940.55
Flour.....	20,289.77	Salt, rock.....	10,618.70
Oats.....	50,854.92	Sugar.....	108,187.16
Wheat.....	41,603.70	Timber:	
Hay and chaff.....	208,899.38	Rough.....	71,041.17
Beer.....	3,455.22	Dressed.....	42,572.15
Wines and spirits.....	118,885.07	Other imports.....	1,854,389.56
Iron, galvanized.....	128,996.32		
Machinery.....	140,928.98	Total.....	4,296,984.57

*General imports from United States into New South Wales via Newcastle during the year ended June 30, 1902.*

Article.	Value.	Article.	Value.
Apparel, wearing.....	\$1,897.98	Hops.....	\$77.86
Arms and ammunition cartridges, etc.....	2,900.43	Hollow ware.....	77.86
Guns, rifles, and pistols.....	3,096.10	India-rubber goods.....	68.13
Bicycles and tricycles.....	77.86	Instruments:	
Boots and shoes.....	2,389.45	Harmoniums and organs.....	272.54
Bottles, empty.....	574.24	Pianos.....	968.57
Brush ware and brooms.....	180.06	Iron:	
Blacking.....	530.44	Angle, bar, and rod.....	3,518.47
Boats.....	38.93	Hoop.....	705.64
Carriages.....	452.59	Pipes, cast.....	199.53
Carriage makers' materials.....	306.59	Bolts, nuts, and screws.....	326.05
Chemical products:		Nails.....	87.60
Tartaric acid.....	1,167.96	Barbed wire.....	4,511.24
Other chemicals.....	68.13	Galvanized and other.....	442.85
Clocks and watches.....	1,017.10	Jewelry.....	360.12
Cordage and rope.....	418.52	Lamp ware.....	905.17
Cutlery.....	48.66	Leather.....	53.53
Cotton wick.....	194.66	Machinery:	
Drapery.....	1,450.22	Weighting.....	29.19
Druggists' ware.....	545.05	Parts of engines.....	340.66
Earthenware.....	68.13	Other.....	423.38
Fancy goods.....	107.06	Marble.....	882.18
Fish, dried and preserved.....	14,555.70	Meats:	
Fruits, dried.....	408.78	Preserved.....	2,121.79
Furniture.....	418.52	Salt beef.....	3,430.88
Glassware.....	1,854.14	Salt pork.....	291.99
Grain and pulse:		Minerals.....	73.00
Flour.....	1,192.29	Naphtha.....	184.93
Other.....	272.52	Oilmen's stores.....	24.38
Grease.....	87.69	Oil:	
Gum.....	340.66	In bulk—	
Hardware and ironmongery.....	5,698.80	Castor.....	350.89
		Cotton seed.....	5,002.77

*General imports from United States into New South Wales via Newcastle during the year ended June 30, 1902—Continued.*

Article.	Value.	Article.	Value.
Oil—Continued.		Spirits, perfumes.....	\$92.46
In bulk—Continued.		Statuary.....	238.46
Kerosene.....	\$27,866.86	Timber:	
Other.....	56.89	Rough.....	27,773.11
Other, in bottles.....	29.20	Dressed.....	540.18
Paints:		Other.....	146.00
Dry.....	992.77	Tobacco, manufactured.....	1,961.47
Mixed for use.....	1,852.89	Tools of trade.....	7,942.13
Other.....	442.85	Turnery and wooden ware.....	4,107.83
Painters' materials.....	88.93	Turpentine.....	1,820.07
Paper.....	8,000.00	Type.....	500.00
Paper bags, plain.....	399.06	Varnish.....	83.93
Paper:		Vegetables, preserved.....	141.12
Books and periodicals.....	817.58	Wax, paraffin.....	16,756.36
Printing and news.....	7,460.34	Toys.....	58.40
Hangings.....	121.66	Other articles not classed.....	88.93
Personal effects.....	24.33		
Photograph materials.....	68.26	Value of imports from United States.....	180,767.32
Plaster and plaster of paris.....	184.93	Estimated value of imports passed through the Sydney custom-house, but used in this district.....	72,997.50
Plated ware.....	194.66		
Pitch and tar.....	121.66	Total.....	253,754.82
Pictures.....	43.79		
Resin.....	5,820.38		
Soap, fancy.....	1,226.36		
Stationery.....	836.78		

*Post-office transactions: Savings bank.*

	Number.	Amount.
Money orders issued for the year.....	6461	\$158,960
Money orders paid for the year.....	7430	147,125
Savings bank:		
Deposits.....	8430	360,710
Withdrawals.....	3197	247,780

The number of letters posted for the year was 2,171,800; postal notes paid for the year amount to \$38,320; the number of parcels mailed was 4,831.

In the savings bank at Newcastle, the amount of credit is \$102,655.46. Accounts opened during the year, total, 616; accounts closed during the year, 376; number of depositors for the year, 3,315; rate of interest,  $3\frac{1}{4}$  per cent.

**TRADE NOTES.**

Inquiries have been made at this consulate for illustrated catalogues of crockery and queensware manufactured in the United States. If such catalogues are sent, I will place them in the hands of those interested.

As many hundreds of letters are received at this consulate from business people in the United States asking for information on various topics, I would request that, when seeking information, they prepare their letters in the form of a list of questions, typewritten, with sufficient space to allow for answers. Their letters will then receive more prompt attention, and the information will be prepared at a great saving in time to consuls.

**GENERAL ECONOMIC CONDITIONS.**

During 1901, trade was fairly active in this State, and the advent of the Commonwealth duties in October that year was preceded and

followed by a feverish advance in prices, which—partly on paper and partly in reality—put a large amount of profit into the merchants' hands. The imposition of heavy duties as a rule exercises that effect. But at the close of last year, the prospects were none too bright. Stocks of goods were heavy and moved but slowly, and as the earnings of the consuming masses had not correspondingly increased, it was evident that consumption would not advance rapidly in future. Such was the outlook, even had 1902 yielded an average remuneration to the producers. But this year, now drawing to a close, has been perhaps the worst experienced in the history of the State. It is supposed that one-third of the sheep have perished, and the wool clip has suffered far more than the rise in prices can offer in compensation. A majority of the pastoralists have been compelled to strain their finances greatly even to keep a portion of their flocks alive, and it is to be anticipated that the efforts will in many instances be felt for years.

The dairying industry, which had made considerable strides, has also suffered greatly, as the stoppage of all exports during this season clearly proves; and as for the farmers, their loss of the wheat and hay harvests is a blow quite unprecedented in its severity. Mining, too, has felt seriously the low prices which have ruled for silver, lead, and copper, and it is apparent that the shrinkage of output and income has been heavy. Even the coal trade is not as brisk as it was. On the top of this, comes additional taxation and the necessity for paying millions of money abroad to purchase food which has not been raised in this State; and, although 1902 closes with an abundant rainfall, which has relieved the people from fears of even worse disasters to follow, losses have been large, employment is slack, and the prospects for the coming year are for slow and unremunerative trade.

In other countries, it has been found that the surest way to stimulate the employment of labor has been to induce the private capitalist to develop the resources of the country. Here, the aim is rather to discourage private enterprise. There is a large amount of capital in Australia, if there were only sufficient inducement to employ it. If the labor politician is to rule, he must find the capital, and that is where he seems to break down.

F. W. GODING, *Consul*.

NEWCASTLE, *December 23, 1902.*

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## NEW ZEALAND.

In my annual report for 1900, I stated that our trade with New Zealand was growing rapidly; that our exports in that year were valued at \$5,309,365, as against about \$1,500,000 in 1897. It gives me pleasure to say now that our exports for the year 1901 were \$7,076,300, an increase of \$1,766,935 over the preceding twelve months. The total trade of the United States with New Zealand for the past year amounted to \$9,671,695, being an increase of \$2,068,350 over 1900. The Philippine Islands' exports to New Zealand in the same period amounted in value to \$78,695, an increase of \$16,325 over the preceding year; Bengal's to \$1,655,490, an increase of \$376,385; Canada's to \$167,690, an increase of \$6,845; France's to \$138,570, an increase of \$6,940; Germany's to \$992,605, an increase of \$82,235; Japan's to \$227,325, an increase of \$10,305; Victoria's (Australia), to

\$3,207,155, an increase of \$447,000; New South Wales's to \$6,110,130, an increase of \$846,175, and the United Kingdom's to \$34,429,155, an increase of \$1,906,735.

#### ECONOMIC AND FINANCIAL.

From the official financial statement issued in July last, it appears that agriculturally, financially, and commercially, conditions in New Zealand are satisfactory. No remarkable changes have occurred. It is claimed that the climate and soil of New Zealand are much superior to those of Australia. For instance, this colony never suffers from lack of rain, while some of the States of the Australian Commonwealth are just emerging from a three and a half years' drought.

The revenue of last year exceeded £6,000,000 sterling (about \$30,000,000), which is said to be the largest amount received in the history of the colony, being \$1,172,255 in excess of the estimates, and \$1,001,820 in excess of the revenue of the year ended March 31, 1901. Additional taxation is responsible for this increase, as large concessions have been made in customs duties, railway freights and fares, postal rates, etc.

The gross public debt of the colony on March 30, 1901, was \$247,456,225. On March 31, 1902, it was \$264,832,235, or an increase of \$17,376,010 for the year. The net public debt on March 31, 1901, was \$242,788,755, and on March 31, 1902, \$259,188,155, an increase of \$16,399,400 for the year.

#### TOURIST DEPARTMENT.

This department was established in February last, with a view to developing the valuable assets which the colony possesses in its natural scenery and thermal wonders, and to bring them more prominently to the notice of tourists, investors, and probable settlers from all parts of the world.

#### OLD-AGE PENSIONS.

The amount paid to old-age pensioners in 1901 was \$1,037,340, and it is thought that the present year will require at least \$1,079,500 to meet all claims. The State has so far been successful in guarding against imposition, especially on the part of those who have acted for native applicants, and the law has as a rule worked smoothly and successfully. But to further safeguard the colony, a bill giving magistrates greater powers in dealing with cases of a fraudulent nature will be introduced during the present Parliament.

#### LAND AND INCOME TAX RECEIPTS.

As a result of the general revision of land values, there has been an increase of \$60,400 in the land-tax receipts. It is thought that this year's revenue will be at least \$1,500,000.

#### MORTGAGE TAX.

It was intimated some time ago that the Government would reduce the mortgage tax at an early date. It is now thought that the ruling rate of issue on Government lands should not exceed 3 or 3½ per cent.

As a step in this direction, the acting premier recently stated that it was his intention to concede a reduction of 25 per cent on the mortgage tax, equal to £25,000 (\$125,000).

#### MINING INDUSTRY.

Gold mining throughout the colony continues to make steady progress, and the returns from alluvial mining and dredging are increasing. Many of the companies that were floated four or five years ago during the great mining boom have been liquidated, so that the industry is now on a more stable basis. The amount of gold exported during the year 1901 exceeded that of the previous twelve months, and was the highest for any year since 1873. The value of the gold shipped abroad in 1901 was \$8,768,925, an increase over 1900 of about \$1,570,905. The amount expended on the development of the gold fields during the last financial year was \$76,625.

#### EXTENSION OF COMMERCE.

In March, 1901, a "trade representative for New Zealand" was appointed and instructed to proceed to South Africa, the United Kingdom, India, China, and Japan, and report on the possibilities of extending the trade of the colony in the markets of those countries. From the nature of the reports already received from this special agent, it is believed that his efforts will be crowned with success.

Tenders (closing on the 14th of February) were invited for a steam service to South Africa, but only two bids were received, and neither followed closely the lines laid down in the specifications.

The export of dairy produce, the greater part of which goes to English markets, is said to be steadily increasing. Prices for wool have been unprecedentedly low during the past year, and many losses to exporters have naturally resulted, but of late, there has been an upward tendency in the market.

The harvest was an unusually wet one, the abundance of rain practically ruining the crops in several localities. Prices, however, have advanced sharply in consequence, and will go a long way toward making up the losses from decreased production.

The large poultry export business to South Africa that has been worked up during the past year or two is said to be growing, as are also the shipments to the United States.

#### DAIRY PRODUCTS AND FROZEN MEAT.

The following figures show that the dairy industry is of great and increasing value in New Zealand, almost as important as the frozen-meat business. Nearly \$6,000,000 is distributed regularly among those who supply milk to the various factories. This constant stream of ready money pouring into the different districts is of immense assistance to both settlers and business people.

The total export of dairy produce from all New Zealand ports for the year ended March 31, 1902, was as follows:

Butter, 11,350 tons .....	\$5,041,335
Cheese, 4,350 tons .....	953,610
<b>Total value dairy produce.....</b>	<b>5,994,945</b>



Frozen mutton, March 31 .....	\$4, 631, 275
Frozen lamb .....	4, 153, 340
Total .....	8, 784, 615
Export butter, 1895 .....	1, 316, 220
Export cheese, 1895 .....	801, 915
Total .....	2, 118, 135
Frozen mutton, 1895 .....	4, 955, 825
Frozen lamb .....	1, 299, 060
Total value frozen meat, 1895 .....	6, 254, 905

Shipments of frozen meat have increased, but not nearly so much as the exports of dairy produce.

The Auckland Freezing Company is becoming a very important factor in the development of this city. It shipped to Great Britain last year frozen beef, mutton, and lamb to the value of \$30,710,000, or 50 per cent more than in the previous year. The company did not anticipate so large an increase in its exports, as it recognized the fact that New Zealand meat can not possibly compete with American, Argentine, and Siberian products, and as the local prices for fat stock were unusually high. The steep rates were due principally to heavy shipments to Great Britain and South Africa and, in a less degree, to the exceptional demand for stock in Sydney, caused by the late drought in Australia. But this latter trade is thought to be merely temporary; London is, and will continue to be, the real market.

#### PACIFIC CABLE.

The acting premier of the colony recently made a statement in regard to the Pacific cable construction. He said the colony would have to bear one-ninth of the cost of construction and one-ninth of any deficiency of revenue which must necessarily occur until the cable is completed and in working order. The Government will receive one-ninth of the profits. Parliament will be asked to give the colony power to share in extending the cable from Fanning Island to Honolulu, which would give a route to San Francisco other than via the long-distance Pacific cable from Fanning Island to Vancouver.

The New Zealand government has also arranged with the Oceanic Steamship Company of San Francisco, whose steamers ply between San Francisco, Honolulu, Pago Pago, Auckland, and Sydney, to make Fanning Island one the company's ports of call. This change is received with great satisfaction by New Zealanders, as it will now be possible to communicate with the outside world by cable at that island. Up to the present time, they have been unable to do this at any of the ports of call between San Francisco and Auckland.

#### MAORI MUSEUM.

It has been proposed that a museum be established at Wellington, the capital of the colony, to be called the "National Maori Museum," for the preservation of relics of the Polynesian race. The bill for this purpose, which has been introduced into the New Zealand house of representatives, provides for the appointment of a board of governors

consisting of not less than 7 members, three of whom shall be Maoris, and the appropriation of \$75,000 for suitable buildings, and of an additional \$15,000 a year for expenses.

The Maori collection at the Auckland Museum has just received an interesting donation in the shape of an ancient carved "Poupou" or wall slab from a carved house which, many years ago, stood at Whangaroa, near Talagoa Bay. This house was the property of a chief-tainess called Hinemataro, who was at Talagoa Bay at the time of Captain Cook's visit, being then a child, and received a present of beads from the great navigator. The house, of which this is probably the only remaining piece, was built in the year 1790.

The last census shows not only that the Maori decadence has been arrested, but that an improvement is noticeable, their number in many districts indicating a healthy increase. The Maoris have demonstrated their excellence as citizens by the manner in which they have carried out the laws of local self-government, which was conceded to them by the Maori consols act of 1901. It is safe to presume, therefore, that the extinction of the race, which has so often been predicted, not only will not be realized, but that the Maoris will increase both in number and in physical and mental development.

#### CALLIOPE DOCK.

The British admiralty has granted to Calliope Dock, Auckland, an annual subsidy of \$25,000 for thirty years, instead of \$11,250, as under the original agreement, for the better equipment of the naval station. This increase will mean the expenditure of a large amount of money in Auckland almost immediately. So far, about \$225,000 has been disbursed under the original agreement with the admiralty, and the estimates for the new works amount to \$296,260.

#### AUCKLAND—WELLINGTON RAILWAY.

It is officially stated that the main trunk line of railway, which will connect Auckland with the southern cities of New Zealand, will be completed within the next year. This road has been the all-absorbing question in the colony for several years, and the official statement that Auckland is soon to be connected with Wellington, the capital, is most welcome news to every resident of the North Island.

#### BANK RATES

Bank rates at this writing are:

Description.	Buying.	Selling.
	<i>Per cent.</i>	<i>Per cent.</i>
Demand .....	1½	2½
Thirty days .....	1½	3½
Sixty days .....	1½	4½
Ninety days .....	1½	5½

<sup>a</sup> Discount.

<sup>b</sup> Premium.

Telegraphic transfers to London, 1½ per cent plus cable charges.

## DEPOSITS.

By Bank of New Zealand: Fixed for three months, 1 per cent per annum; six months, 2 per cent per annum; twelve months, 3 per cent per annum.

By National Bank: Fixed for three months, 1 per cent per annum; six months, 2 per cent per annum; twelve months, 3 per cent per annum; twenty-four months, 3½ per cent per annum.

By Australian banks: Fixed for six months, 1½ per cent per annum; twelve months, 3 per cent per annum.

## LIVE STOCK.

The following figures give the number of the principal kinds of live stock in Australasia for the fiscal year 1900-1901:

State or colony.	Sheep.	Cattle.	Horses.	Pigs.
Queensland .....	10,839,185	4,078,191	456,788	122,187
New South Wales .....	40,020,506	1,963,116	481,417	356,577
Victoria .....	10,841,790	1,602,384	392,237	350,370
South Australia .....	5,238,247	396,486	179,352	91,184
Western Australia .....	2,431,861	338,665	68,231	61,686
Tasmania .....	1,688,966	124,118	31,607	68,291
New Zealand .....	a 20,233,099	b 1,256,680	b 266,245	b 250,975

a May, 1901.

b November, 1900.

It will thus be seen that New Zealand takes second place in the number of sheep and fourth in the number of cattle and horses.

## IMPORTS FROM UNITED STATES.

Following is a detailed statement of the imports from the United States into New Zealand for the year 1901:

Articles.	Value.	Articles.	Value.
Acids:		Bags and sacks .....	\$9,365
Acetic .....	\$10	Unenumerated .....	10
Sulphuric .....	10	Basketware and wickerware .....	40
Tartaric .....	2,645	Beer .....	3,435
Unenumerated .....	80	Belting:	
Alkali .....	630	Leather .....	790
Soda:		Other than leather .....	905
Ash .....	4,635	Beverages, nonalcoholic .....	15
Carbonate and bicarbonate .....	2,405	Lime juice, unsweetened .....	2,070
Caustic .....	370	Beverages, alcoholic .....	80
Unenumerated .....	210	Bicycles and tricycles .....	70,605
Alum .....	80	Do .....	90
Animals, living (birds) .....	125	Materials for bicycles and tricycles .....	18,510
Cattle .....	300	Do .....	170
Deer .....	125	Do .....	21,650
Horses .....	1,000	Biscuits, fancy and other kinds .....	5
Poultry .....	325	Blackening .....	2,245
Apparel and slops, not otherwise enumerated .....	40,400	Black lead .....	2,250
Do .....	160	Blue .....	5
Cape, percussion .....	415	Books .....	28,115
Cartridges:		Boots and shoes .....	268,780
10-24 bore .....	26,495	Nos. 0-3 .....	400
Not otherwise enumerated .....	21,430	Gum boots .....	27,915
Cases .....	380	Borax .....	175
Firearms .....	23,320	Brass .....	105
Fuse .....	2,025	Brass manufactures .....	2,475
Shot .....	10	Bricks, fire .....	155
Swords .....	10	Brushware and brooms .....	7,435
Unenumerated .....	5	Brushes, clothes, hats, etc .....	120
Asphalt .....	85	Unenumerated .....	3,000
Bacon and hams .....	30	Material for brushes .....	4,355
		Buckets, wood .....	95

Articles.	Value.	Articles.	Value.
Building material .....	\$1,180	Foods:	
Candles .....	3,660	Animal, unenumerated .....	\$260
Canes and rattans .....	10	Macaroni and vermicelli .....	45
Cannons .....	34,820	Maize and corn flour .....	16,806
Cards, playing .....	3,000	Fruits, bottled and preserved .....	57,045
Carpeting and drugging .....	2,280	Fruits:	
Carriages, etc .....	11,790	Dried raisins .....	33,045
Do .....	250	Unenumerated .....	41,580
Carts, drays, and wagons .....	6,345	Fresh .....	50
Perambulators and gocarts .....	75	Apples and pears .....	5,965
Material for gocarts .....	24,365	Lemons .....	75
Carriages, material for axles, etc .....	10,690	Fresh, other kinds .....	2,150
Carriages and carts:		Furniture and upholstery .....	52,075
Shafts, spokes, in rough .....	8,545	Do .....	195
Maker material .....	17,835	Unenumerated .....	76
Chains and chain cables .....	1,540	Furniture, knife, and plate powder	
Cheese .....	10	and polish .....	14,150
China porcelain .....	60	Furs .....	10
Clocks .....	49,755	Gelatine and isinglass .....	15
Cocoa and chocolate .....	1,145	Glass:	
Cocoa beans .....	7,465	Bottles, empty .....	10,840
Coffee:		Mirror and looking .....	425
Raw .....	5,065	Plate, beveled, etc .....	32,160
Roasted .....	40	Glassware .....	6,105
Combs .....	170	Do .....	240
Confectionery .....	440	Glue and size .....	230
Chocolate, fancy packages .....	206	Gold leaf .....	845
Unenumerated .....	10,880	Grain and pulse (beans) .....	1,500
Copper:		Unenumerated .....	2,049
Nails .....	25	Oats, ground, unenumerated .....	4,725
Pig, bar, and sheet .....	1,285	Grease .....	1,085
Manufactures .....	50	Grindery .....	9,990
Cordage .....	8,675	Unenumerated .....	1,940
Iron, sheet .....	1,230	Haberdashery .....	4,890
Cork, cut .....	245	Buttons .....	2,400
Cotton:		Sewing cotton .....	85
Piece goods .....	1,065	Unenumerated .....	125
Calico, white and gray .....	1,750	Hair .....	205,885
Corduroy, moleskin, and buckskin .....	20	Hardware .....	1,585
Leather cloth .....	7,440	Do .....	3,845
Shirting, colored cotton .....	200	Do .....	3,525
Waterproof material .....	15	Hats and caps .....	95
Cotton piece goods unenumerated .....	745	Hatters' material .....	9,170
Do .....	23,990	Hops .....	3,985
Waste .....	190	Hosiery .....	50
Cotton wick .....	1,785	India rubber and gutta-percha .....	4,860
Doors, plain .....	110	Do .....	
Drapery .....	7,015	Ink:	
Ribbons and crape .....	25	Printing .....	5,000
Tailors' trimmings .....	55	Writing .....	265
Drugs:		Instruments:	
Refined glycerin .....	165	Musical—	
Chemicals not otherwise enu-		Harmonicas and organs .....	29,915
merated .....	2,240	Pianofortes .....	4,835
Cream of tartar .....	6,915	Unenumerated .....	6,380
Disinfectant .....	400	Material for .....	185
Food-preservative .....	1,620	Do .....	300
Gums .....	80	Other kinds, optical .....	495
Insecticides and tree washes .....	775	Scientific .....	2,330
Medicinal barks, leaves, etc .....	560	Surgical and dental .....	55,615
Sheep dip .....	50	Unenumerated .....	55
Unenumerated .....	2,430	Iron:	
Dyes .....	1,970	Sheet, angle .....	2,800
Druggists' sundries:		Sheet, bars .....	89,210
Apothecaries' wares .....	28,760	Bolts and nuts .....	15,065
Tinctures and medicinal spirits .....	585	Casting, for ships .....	180
Earthenware .....	4,280	Galvanized manufactures .....	300
Do .....	645	Hoops .....	2,265
Eggs .....	30	Hoops, galvanized .....	490
Engine packing .....	5,600	Pig .....	10,725
Essences:		Pipes and fittings .....	100,480
Flavoring .....	210	Rails .....	118,610
Other kinds .....	170	Railway bolts and fastenings .....	4,215
Fancy goods and toys .....	50,200	Sheet and plate .....	21,080
Fancy goods .....	585	Sheet, galvanized, corrugated .....	17,615
Felt sheathing .....	1,525	Staples and standards .....	4,995
Fire hose, etc .....	5,245	Wire fencing—	
Fireworks .....	1,145	Barbed .....	74,500
Fish:		Plain .....	70,060
Dried, pickled, etc .....	3,820	Telegraphic and telephonic .....	245
Potted and preserved .....	92,195	Unenumerated .....	6,280
Tackle .....	480	Jams, jellies, and preserves .....	80
Unenumerated .....	270	Jewelry .....	5,905
Floorcloth and oilcloth .....	85	Lamps, lanterns, and lampwicks .....	31,550

Articles.	Value.	Articles.	Value.
Lead manufactures .....	\$185	Onions .....	\$30,120
Leather .....	56,206	Paints and colors (ground in oil) .....	5,546
Do .....	24,530	Do .....	1,080
Chamois .....	1,090	Paints:	
Manufactured boot and shoe		Manufactures ready for use .....	7,215
vamps .....	255	Do .....	175
Unenumerated .....	70	Unenumerated .....	8,076
Do .....	170	Paper:	
Licorice .....	720	Bags .....	11,420
Linen piece goods (hessians and		Butter .....	45
serim) .....	260	Printing .....	271,945
Machinery:		Wrapping .....	4,465
Agricultural .....	224,190	Writing .....	6,000
Plows and harrows .....	22,570	Unenumerated .....	1,685
Dairying .....	19,535	Paperhangings .....	7,805
Engines for .....	650	Pens, split .....	85
Boilers for .....	3,985	Perfumery .....	1,500
Dredging .....	57,560	Toilet preparations .....	5,090
Electric .....	12,745	Unenumerated .....	950
Do .....	2,700	Photographic goods .....	8,785
Engines—		Copper, glass, and zinc plates .....	285
Steam .....	995	Cameras and lenses .....	4,679
Boilers for .....	3,815	Sensitized surface .....	355
Gas .....	36,735	Pickles .....	20
Flour-milling .....	600	Pictures, paintings, etc .....	4,070
Gasmaking .....	51,750	Do .....	6
Mining .....	52,560	Picture frames and mounts .....	625
Engines for .....	7,770	Pitch .....	10
Portable and traction engines .....	1,030	Plants, trees, and shrubs .....	220
Printing .....	43,495	Plaster of paris .....	5,125
Do .....	585	Plate and plateware .....	20,655
Refrigerating .....	3,685	Portmanteaux .....	1,350
Sewing and knitting .....	114,525	Provisions not otherwise enumer-	
Woodworking .....	9,070	ated .....	2,200
Do .....	21,735	Pumps .....	7,940
Unenumerated .....	55,115	Putty .....	40
Do .....	2,335	Quicksilver .....	275
Do .....	2,140	Railway plants:	
Do .....	1,355	Parts of locomotives .....	42,255
Do .....	2,755	Locomotives .....	595,800
Material for, and parts of .....	2,515	Unenumerated .....	10,495
Do .....	4,075	Do .....	453,475
Manures .....	950	Resin .....	12,880
Marble:		Rugs .....	1,095
Dressed, polished, or manufac-		Saddlery and harness .....	10,815
tured .....	3,890	Harness oil and compositions .....	1,450
Hewn or rough-sawn .....	1,205	Saddles, ironmongery .....	4,595
Mats and matting .....	690	Saddlery collar check .....	270
Meats, potted and preserved .....	2,050	Salt .....	4,980
Medicines, patent .....	65,860	Sauces .....	30
Metal:		Sausage skins .....	20,855
Manufactures .....	135	Seeds, grass and clover .....	35,200
Not otherwise enumerated .....	5,750	Unenumerated .....	6,720
Weighbridges .....	4,670	Ship chandlery .....	2,435
Anchor .....	80	Silks .....	25
Rivets and washers .....	3,080	Slates (roofing) .....	3,450
Tacks .....	1,960	Soap .....	23,790
Typewriters .....	15,990	Specimen .....	155
Manufactures, unenumerated .....	10,710	Spices, ground .....	60
Milk, preserved .....	110	Spirits .....	165
Millinery .....	10	Brandy .....	5
Mustard .....	10	Whisky .....	2,030
Nails:		Unenumerated .....	5,435
Iron .....	72,475	Of wine .....	375
Unenumerated .....	50	Starch .....	175
Naphtha .....	4,220	Stationery, manufactured .....	15,055
Almonds:		Do .....	495
Shelled .....	15	Stationery:	
Barbary, etc .....	225	Not otherwise enumerated .....	12,000
Oars .....	885	Do .....	295
Oils:		Apparatus for teaching .....	2,295
Fish, penguin, and seal .....	355	Bookbinders' material .....	410
Linseed .....	430	Cardboard boxes material .....	4,315
Kerosene .....	609,520	Unenumerated .....	940
Mineral and other kinds .....	15,065	Stone:	
Do .....	1,995	Building .....	20
Olive—		Granite, dressed .....	15
Bulk .....	740	Grind mill, oil and whetstones .....	3,065
Bottled .....	100	Glucose .....	3,005
Unenumerated, bulk .....	13,390	Molasses and treacle .....	25
Do .....	2,040	Tanning material:	
Unenumerated, bottled .....	2,655	Crude bark .....	235
Do .....	12,880	Other kinds .....	650
Oilmen stores .....	180	Tar .....	120

Articles.	Value.	Articles.	Value.
Textile piece goods .....	\$60	Watchmakers' material .....	\$5
Timber:		Wax:	
Laths and shingles .....	10	Paraffin .....	88,900
Long hewn .....	3,996	Beeswax .....	1,115
Sawn—		Wine:	
Undressed .....	16,860	Sparkling .....	55
Dressed .....	10,270	Other kinds .....	1,195
Unenumerated .....	4,315	Woodenware .....	39,160
Tinware .....	5,215	Do .....	34,530
Tinmiths' furnishings and fittings ..	50	Molding .....	9,785
Tobacco:		Woolen piece goods .....	110
Unmanufactured .....	7,150	Blankets .....	80
Manufactured .....	547,710	Yarns .....	65
Cigars .....	19,380	Colr flax hemp .....	30
Cigarettes .....	180,625	Zinc .....	10
Pipes and cases .....	85	Plain sheet .....	230
Tools and implements .....	49,200	Manufactures, unenumerated ..	15
Engineers' machine .....	24,265	Minor articles required in making	
Scythes .....	800	up apparel .....	1,380
Sheep shears .....	15	Articles and material suited only for,	
Spade, shovels, forks .....	20,780	and to be used solely in, the fabri-	
Unenumerated .....	168,845	cation of goods in the colony .....	3,550
Tramway plant .....	5,380	Miscellaneous goods:	
Turpentine driers .....	59,405	Manufactured .....	4,665
Twine .....	195	Unmanufactured .....	19,401
Nets and netting .....	65	Parcels post .....	16,670
Varnish and gold size .....	11,380	Total .....	7,076,600
Vegetables, fresh, dried, etc. ....	1,025		
Watches .....	26,345		

FRANK DILLINGHAM, *Consul.*AUCKLAND, *October 15, 1902.*

## QUEENSLAND.

## BRISBANE.

The figures given in this report are from the latest available returns, viz, for the year ended December 31, 1901.

*Imports and exports of Queensland for the year 1901.*

## IMPORTS.

From—	Amount.	From—	Amount.
United Kingdom .....	\$12,378,920	Philippine Islands .....	\$17,565
Australasia .....	14,410,606	South Sea Islands .....	2,385
British possessions .....	1,198,690	Italy .....	15,835
United States .....	1,878,340	Belgium .....	295,720
Germany .....	1,222,595	Switzerland .....	9,655
France .....	170,990	Other foreign countries .....	83,685
Japan .....	155,960	Total .....	31,681,195
China .....	50,795		

## EXPORTS.

To—	Amount.	To—	Amount.
United Kingdom .....	\$16,774,270	Philippine Islands .....	\$622,255
Australasia .....	24,685,285	South Sea Islands .....	87,310
British possessions .....	3,180,540	Belgium .....	131,385
United States .....	5,560	Other foreign countries .....	143,810
Germany .....	379,115	Total .....	46,246,880
France .....	195,300		
Japan .....	92,010		

Large quantities of Queensland produce are sent to Sydney, New South Wales, and exported thence to other Australian States and foreign countries, appearing as exports from those States. There being comparatively few vessels from Queensland to foreign ports, and the principal steamship lines having their termini at Sydney, the products of Queensland go, in a large measure, to swell the exports of the southern States of Australia. This is notably the case with wool.

*Details of imports.*

Articles.	Value.	Articles.	Value.
Cotton, woolen, silk, and linen piece goods.....	\$2,612,080	Leather (patent, etc.); leather cut into shapes.....	\$180,995
Manufactured articles of cotton, wool, silk, and linen, hats, haberdashery, etc.....	2,862,905	Hemp, flax, jute, and other fibers....	183,980
Boots and shoes.....	417,595	Hides, skins, horns, tallow, etc.....	17,275
Bags, sacks, woolpacks, cordage, twine	571,770	Guano, manures, bones.....	37,715
Metals, including wire.....	737,110	Bullion and specie (coin).....	1,186,830
Manufactures of metals, including machinery, hardware, etc.....	5,323,445	Spirits, wine, and beer.....	1,416,415
Arms, ammunition, powder, dynamite, etc.....	566,165	Tobacco, cigars, and snuff.....	501,575
Sewing machines.....	75,125	Hops.....	86,005
Glassware, earthenware, and porcelain.....	368,660	Malt.....	199,380
Acids, alkali, chemicals, drugs (including opium), gums, resins, etc.....	1,026,605	Sugar.....	3,150
Paints, window and plate glass, paper hangings, etc.....	341,955	Tea.....	589,010
Furniture, brush ware, oilcloth, matting, wooden ware, etc.....	541,985	Coffee, cocoa, etc.....	147,695
Paper, books, stationery, printing materials.....	1,102,725	Candles.....	12,780
Saddlery and harness, leather ware..	140,065	Oilmen's stores, groceries, including dried fruits, confectionery, preserved provisions, fish, salt, corks, matches, salad oil, etc.....	1,987,555
Fancy goods, combs, perfumery, toys, etc.....	365,100	Oils in bulk, kerdene, linseed, castor, Chinese.....	748,850
Musical instruments.....	205,440	Rice.....	250,365
Jewelry, watches, clocks, plate, plated ware, and instruments (scientific), etc.....	436,480	Flour, grain, maize, oats, barley, wheat, etc.....	2,053,960
Coal, coke, shale.....	156,280	Green fruit, seeds, plants, vegetables.	1,065,155
Timber, cement, slates, doors, etc.....	281,495	Horned cattle, sheep, horses, pigs, etc., by sea and borderwise.....	1,805,650
		All other miscellaneous, personal effects, etc.....	683,575
		For government account: Stores, railway materials, etc.....	641,575
		Total.....	\$1,881,195

*Details of exports.*

Articles.	Value.	Articles.	Value.
Gold:		Pearl shell and tortoise shell.....	\$544,120
In dust and bars.....	\$10,985,540	Preserved meat, salt meat, and frozen meat, etc.....	6,604,020
Cyanide.....	1,739,260	Rum, colonial.....	19,165
Gold ore, concentrates.....	127,210	Sugar, colonial.....	3,945,955
Silver bullion, silver, gold (doré), silver lead bullion.....	210,715	Tallow.....	1,066,135
Silver ore.....	48,255	Timber.....	99,940
Copper ore, smelted and matte.....	911,705	Wool:	
Tin ore and smelted.....	570,605	Clean.....	5,222,245
Specie (coin).....	201,940	Greasy.....	5,471,535
Drapery, apparel, silks, etc.....	169,785	Live stock (horned cattle, sheep, horses, pigs), by sea and borderwise.	3,597,290
Shellfish (oysters), Beche-de-mer.....	153,410	All other exports.....	1,899,600
Fruit, green.....	509,795		
Grain, pulse, etc.....	52,265	Total.....	46,246,530
Hides and skins.....	2,096,140		

## QUEENSLAND STATISTICS.

I submit returns for the year 1901:

## Area of the State of Queensland:

Mainland.....	square miles..	666, 256
Islands.....	do.....	2, 241
Total.....	do.....	666, 497
Population.....		510, 515

*Total number of acres under cultivation.*

Total extent of land under cultivation .....	507, 317
Land in fallow .....	23, 857
Total extent of land under crop .....	483, 460

## AREA IN GRAIN, HAY, ETC.

Wheat .....	87, 232
Oats.....	1, 535
Barley:	
Malting.....	6, 818
Other.....	4, 957
Maize .....	116, 983
Rye.....	246
Rice.....	205
Potatoes:	
Irish.....	9, 948
Sweet.....	3, 390
Sugar cane.....	112, 031
Arrowroot.....	399
Tobacco.....	768
Coffee.....	547
Pumpkins.....	14, 448
Lucerne and other green forage.....	39, 793

## VINES AND FRUIT.

Vines for wine making and table use .....	1, 691
Vines not yet bearing.....	299
Bananas.....	5, 772
Pineapples.....	1, 020
Oranges.....	3, 083
Other crops.....	4, 344
Gardens and orchards.....	4, 896

*Gross produce of principal crops.*

Wheat .....	bushels..	1, 692, 222
Oats.....	do.....	42, 208
Barley:		
Malting.....	do.....	193, 538
Other.....	do.....	83, 499
Maize.....	do.....	2, 569, 118
Rye.....	do.....	5, 000
Rice.....	do.....	5, 222
Potatoes:		
Irish.....	tons..	22, 402
Sweet.....	do.....	17, 128
Sugar.....	tons..	1, 180, 091
Arrowroot (commercial).....	pounds..	4, 069
Tobacco (cured leaf).....	hundredweight..	5, 848
Coffee.....	pounds..	130, 293
Pumpkins.....	tons..	56, 297



## SOWN GRASSES.

Lucerne.....	tons..	\$66,888
Panicum.....	do.....	2,102
Other sown grasses.....	do.....	60

## VINES AND FRUIT.

Wine made.....	gallons..	148,835
Grapes for table use.....	pounds..	4,063,109
Bananas.....	dozens..	2,313,719
Pineapples.....	do.....	359,717
Oranges.....	do.....	1,880,264

*Average produce per acre of principal crops.*

Wheat (grain).....	bushels..	19.40
Oats (grain).....	do.....	27.50
Barley:		
Malting.....	do.....	28.36
Other.....	do.....	16.84
Maize (grain).....	do.....	21.96
Rye (grain).....	do.....	20.33
Rice (grain).....	do.....	25.47
Potatoes:		
Irish.....	tons..	2.25
Sweet.....	do.....	5.05
Sugar (on acres crushed).....	do.....	15.10
Arrowroot (commercial).....	do.....	10.20
Tobacco (cured leaf).....	hundredweight..	7.61
Coffee.....	pounds..	352
Pumpkins.....	tons..	3.90
Wheat (hay).....	do.....	1.55
Oats (hay).....	do.....	2.12
Barley (hay).....	do.....	1.94
Rye (hay).....	do.....	1.94
Lucerne (hay).....	tons..	1.96
Panicum (hay).....	do.....	1.80
Other sown grasses (hay).....	do.....	4.00
Grapes.....	pounds..	2,403
Bananas.....	bunches..	401
Pineapples.....	dozens..	353
Oranges.....	do.....	969

## COMMUNICATIONS AND WELLS.

	Miles.
Railways open.....	2,801
Electric-telegraph line.....	10,246
Wire.....	20,537
Artesian bores:	
Fully flowing.....	528
Subartesian.....	9
Pumped.....	129
In progress, abandoned, or uncertain.....	225

## LIVE STOCK.

Horses.....	number..	462,119
Horned cattle.....	do.....	3,772,707
Sheep.....	do.....	10,030,971
Pigs.....	do.....	121,641

The above returns, as compared with the year 1900, show a numerical increase of horses of 5,331 and a numerical decrease of horned cattle, 305,484; sheep, 308,214; pigs, 546.

The rigor of the drought for the past year accounts largely for the above decrease. In addition, there has been an enlarged demand for animals for food, and with the small natural increase that has taken

place it is surprising that the numbers of sheep and cattle do not show a larger decline than is disclosed above. Had Queensland been favored with good seasons for the past three years instead of droughts, the demand for tinned meats (principally in the South African market) would have caused prosperity instead of the depression now prevailing in all matters pastoral. Many thousands of cattle and sheep would have been sold at remunerative prices, instead of dying of hunger and thirst on the ranches.

The rain mentioned in my last annual report as having fallen in Queensland, and thus caused a partial break-up of the drought, produced only enough fodder to carry the stock in the northern parts of the State through to the winter. The central district, and particularly parts of the southern district of the State, are now faced by a drought more severe than ever, and the position of the pastoralists in those districts is acute.

#### *Mining.*

Product.	Quantity.	Value.
Gold .....	835,553	\$12,709,460
Silver .....	571,561	811,205
Lead ore .....	561	84,965
Copper .....	3,061	971,195
Tin .....	1,661	468,615
Coal .....	589,472	949,385
Opal .....		37,000

Business generally in the State is feeling the effects of the drought; but the mining industry being in a flourishing condition, these effects have been minimized to a great extent, as is evidenced by the constantly increasing volume and value of the exports and imports.

#### TARIFF.

The tariff of the commonwealth as published in the Consular Reports, January, 1902, No. 256, is practically the one fixed for Australia. The changes made in the House of Representatives and the further changes now proposed by the Senate will, if adopted, appear as amendments to the above tariff.

#### DREDGES.

The suction dredges required by the Queensland government have been used in deepening the waterway, but the larger of the two has now been laid up, because the soft silt deposit has been removed from the bed of the river and the dredge is found unsuitable for removing the harder material which is now being encountered. The smaller one is kept constantly at work, as are also two or three still smaller suction dredges, as well as several of the ladder and bucket type.

#### WHARVES.

Vessels drawing 24 feet may now berth at the Pinkenba wharf, situated 9 miles from Brisbane and connected therewith by railway. The wharf is a particularly large and substantial structure, built by the government, upon which are erected iron sheds capable of containing many thousand tons of goods. Boats drawing 23 feet may be berthed at any of the wharves in the heart of the city.

## STEAMSHIP LINES.

The facilities of communication between this port and the United States remain the same as mentioned in previous reports. The trade with the Philippine Islands is now carried on by three lines of steamers, each of which leaves this port regularly every four weeks for Manila, via intermediate ports. The lines are: The Nippon Yusen Kaisha (Imperial Japanese Line), the Eastern and Australian Line, and the China Navigation Company.

## WAGES.

The rates given in my report in Commercial Relations, 1898, Volume I, page 1217, remain unaltered.

W. J. WEATHERILL,  
*Consular Agent.*

BRISBANE, July 30, 1902.

## TOWNSVILLE.

Trade is seriously depressed, owing to the continued drought, and there is every indication of a decrease in business for some time; no improvement can be expected until May of next year, and not then unless the country is favored with a heavy wet season. Present prospects indicate further severe losses.

The pastoral industry has suffered to an alarming extent, and the cane-sugar industry has received a severe check, owing to federal regulations with regard to colored labor.

## GOLD MINING.

The mining industry is good and present developments promise largely increased returns from the various fields in North Queensland, particularly in gold, tin, and copper. The following shows returns from the two principal gold fields:

*Croyden gold fields.*

Description.	Quantity.		Yield.	
Mill returns:				
Quartz crushed—	<i>Tons.</i>	<i>cwt.</i>	<i>Ozs.</i>	<i>dwt. gra.</i>
1886 to 1900, inclusive .....	495, 214	7	798, 830	1 10
1901 .....	26, 277	0	49, 468	17 18
Six months in 1902 .....	13, 202	16	21, 229	8 6
Cyanide returns:				
Tailings treated—				
1886 to 1900, inclusive .....	174, 272	0	138, 822	3 12
1901 .....	21, 513	2	26, 003	11 18
Six months in 1902 .....	8, 645	0	6, 279	15 6
Aggregate yield:				
Quartz .....	534, 694	3	869, 628	7 10
Tailings .....	204, 430	2	171, 106	10 12
Total .....	739, 124	5	1, 040, 633	17 22

## Value of field's product:

Gold won from quartz (average £2 11s. 6d. per ounce) .....	\$10, 896, 268. 30
Bullion won from tailings (average £1 per ounce) .....	832, 686. 08
Alluvial gold .....	218. 02
Tin ore .....	730. 80
Stream tin .....	140. 40
Total value of mineral products to date .....	11, 830, 100. 55

*Charters Towers gold fields.*

Description.	Quantity.	Yield.
	<i>Tons. cwt.</i>	<i>Ozs. dwt.</i>
Mill returns, quartz crushed .....	225, 316 15	259, 177 7
Cyanide returns, tailings treated .....	332, 589 10	155, 201 6

Calls made.....	\$255, 775. 12
Dividends paid .....	1, 480, 059. 87

## IMPORTS AND EXPORTS.

The imports into Townsville for the year amounted to \$3,809,379.40 and the exports to \$10,224,526.23.

The following returns give particulars of the chief articles of import and export, and show the countries from which they were received or to which they were sent:

*Imports.*

Articles and countries.	Value.	Articles and countries.	Value.
<b>Agricultural implements:</b>		<b>Boots and shoes—Continued.</b>	
United Kingdom .....	\$223. 86	Women's—	
New South Wales .....	793. 34	United Kingdom .....	\$7, 455. 48
Victoria .....	725. 11	New South Wales .....	486. 65
United States .....	989. 23	United States .....	5, 309. 35
New Zealand .....	141. 12		13, 251. 48
	2, 822. 56	<b>Maids'—</b>	
<b>Apparel and slope:</b>		United Kingdom .....	1, 688. 68
United Kingdom .....	46, 484. 80	New South Wales .....	43. 66
New South Wales .....	9, 304. 85	United States .....	530. 45
Victoria .....	121. 66		2, 267. 79
India .....	155. 73	<b>Girls'—</b>	
Ceylon .....	14. 60	United Kingdom .....	1, 498. 88
Hongkong .....	2, 404. 06	New South Wales .....	116. 79
Germany .....	233. 59	United States .....	272. 53
France .....	1, 348. 02		1, 888. 20
Belgium .....	287. 12	<b>Cyanide of potassium:</b>	
United States .....	890. 57	United Kingdom .....	169, 144. 95
Japan .....	43. 80	New South Wales .....	12, 487. 14
	61, 288. 70	Victoria .....	7, 562. 80
<b>Beer (bottled):</b>		Germany .....	1, 893. 07
United Kingdom .....	83, 187. 95		191, 078. 26
New South Wales .....	1, 528. 08	<b>Cotton piece goods:</b>	
Victoria .....	437. 98	United Kingdom .....	100, 249. 90
Germany .....	27, 855. 87	New South Wales .....	4, 744. 84
	113, 009. 88	Victoria .....	661. 84
<b>Boots and shoes:</b>		Hongkong .....	14. 60
Men's—		India .....	34. 06
United Kingdom .....	2, 574. 37	Germany .....	48. 66
New South Wales .....	379. 58	France .....	462. 32
Victoria .....	19. 46	United States .....	1, 240. 96
United States .....	5, 163. 63	Japan .....	301. 72
Japan .....	4. 86		107, 758. 90
China .....	4. 86	<b>Drapery and haberdashery:</b>	
	8, 136. 76	United Kingdom .....	63, 444. 56
<b>Youths'—</b>		New South Wales .....	10, 005. 50
United Kingdom .....	437. 98	Victoria .....	773. 78
New South Wales .....	19. 46	Hongkong .....	486. 65
Hongkong .....	4. 86	Germany .....	272. 52
United States .....	866. 24	France .....	160. 59
	1, 328. 54	United States .....	150. 86
<b>Boys'—</b>		Japan .....	141. 13
United Kingdom .....	107. 06		75, 435. 59
New South Wales .....	4. 86	<b>Flour:</b>	
United States .....	29. 20	New South Wales .....	113, 379. 72
	141. 12	Victoria .....	72, 437. 85

## Imports—Continued.

Articles and countries.	Value.	Articles and countries.	Value.
<b>Flour—Continued.</b>		<b>Spirits:</b>	
South Australia.....	\$40,401.09	Brandy—	
Canada.....	1,459.95	United Kingdom.....	\$563.90
United States.....	4,612.44	New South Wales.....	4,696.44
	232,292.65	Victoria.....	3,172.96
		Germany.....	4,089.19
		France.....	21,952.77
			34,435.25
<b>Grain and pulse (rice):</b>		<b>Whisky—</b>	
United Kingdom.....	29.19	United Kingdom.....	33,495.54
New South Wales.....	48.66	New South Wales.....	5,392.08
Hongkong.....	47,020.13	Victoria.....	1,567.01
Japan.....	8,195.18		90,454.63
Siam.....	131.39		
	55,424.55	<b>Geneva—</b>	
		United Kingdom.....	257.92
<b>Hardware and ironmongery:</b>		New South Wales.....	3,226.49
United Kingdom.....	37,184.92	Holland.....	6,365.38
New South Wales.....	17,777.32		9,849.79
Victoria.....	1,289.62		
Germany.....	759.17	<b>Steel (unwrought):</b>	
Canada.....	579.17	United Kingdom.....	12,500.44
South Australia.....	97.33	New South Wales.....	8,774.30
Sweden.....	374.72	Victoria.....	1,815.30
United States.....	2,676.56	United States.....	1,163.09
Japan.....	77.86		24,313.08
	60,816.64		
<b>Iron:</b>		<b>Tea:</b>	
Bar and rod—		Bulk—	
United Kingdom.....	23,461.40	New South Wales.....	4,209.52
New South Wales.....	9,747.59	Victoria.....	2,296.98
Victoria.....	442.85	India.....	2,956.83
United States.....	3,095.09	Ceylon.....	30,423.28
	36,746.98	Hongkong.....	1,245.82
		Japan.....	19.47
<b>Galvanized and corrugated—</b>			50,159.00
United Kingdom.....	62,432.32		
New South Wales.....	28,016.43	<b>Packet—</b>	
	90,448.75	New South Wales.....	24.33
		Victoria.....	131.40
<b>Iron wire (galvanized):</b>		Ceylon.....	3,051.29
United Kingdom.....	4,754.57	China.....	4,409.05
New South Wales.....	12,399.84		7,616.07
Germany.....	2,627.91		
United States.....	4,866.50	<b>Tobacco:</b>	
	24,648.82	New South Wales.....	866.23
		Victoria.....	16,283.31
<b>Machinery:</b>		Hongkong.....	700.78
United Kingdom.....	48,791.53	United States.....	57,779.95
New South Wales.....	62,442.07		75,630.27
Victoria.....	33,257.65		
Germany.....	2,861.50	<b>Cigars—</b>	
United States.....	21,281.19	New South Wales.....	5,742.47
	168,633.94	Hongkong.....	73.00
		Germany.....	136.25
<b>Milk (condensed):</b>		India.....	181.40
United Kingdom.....	37,330.91	Philippine Islands.....	5,459.14
New South Wales.....	1,839.54		11,562.27
Victoria.....	1,270.16		
Norway.....	1,099.83	<b>Tools:</b>	
	41,540.44	United Kingdom.....	15,490.07
		New South Wales.....	4,224.12
<b>Iron wire (barbed):</b>		Germany.....	253.05
New South Wales.....	2,146.13	United States.....	14,020.38
Germany.....	720.24		33,987.62
United States.....	963.57		
	3,829.94	<b>Total value of imports for the</b>	
		<b>year 1901.....</b>	3,809,379.40
<b>Oil (kerosene):</b>		<b>Total revenue collected for the</b>	
New South Wales.....	25,743.79	<b>year 1901.....</b>	1,080,620.33
Victoria.....	6,389.71		
United States.....	22,775.22		
	54,908.72		

*Exports.*

Articles and countries.	Value.	Articles and countries.	Value.
<b>Gold (pure):</b>		<b>Provisions—Continued.</b>	
Bullion and bar—		Meats (preserved)—	
United Kingdom .....	\$2,914,965.87	United Kingdom .....	\$223,041.43
New South Wales .....	1,176,682.10	New South Wales .....	51,691.96
	4,091,597.47	South Australia .....	948.97
Cyanide—United Kingdom .....	1,525,122.16	Western Australia .....	476.92
		Tasmania .....	1,435.62
<b>Hides:</b>		British New Guinea .....	418.52
United Kingdom .....	39,272.65	Germany .....	6,730.36
New South Wales .....	276,718.92	Italy .....	1,094.96
Germany .....	5,197.43	Egypt .....	175.19
	321,189.00	China .....	408.79
		Straits Settlements .....	9.73
<b>Provisions:</b>		South Sea Islands .....	24.33
Beef (frozen)—			286,456.78
United Kingdom .....	656,091.80		
Gibraltar .....	5,197.43	<b>Tallow:</b>	
Philippine Islands .....	241,865.05	United Kingdom .....	222,783.50
	908,154.28	New South Wales .....	23,962.92
		Germany .....	6,306.98
Mutton—		Japan .....	9,251.21
United Kingdom .....	10,438.64		262,294.61
Philippine Islands .....	14,677.36		
	25,116.00	<b>Sugar (raw):</b>	
Kidneys—New South Wales .....	72.99	New South Wales .....	215,449.69
		Victoria .....	63,157.43
<b>Ox tails—</b>			278,607.12
New South Wales .....	282.26		
United Kingdom .....	121.66	<b>Wool:</b>	
	403.92	Clean—	
<b>Tongues—United Kingdom .....</b>	<b>3,216.76</b>	United Kingdom .....	1,132,454.01
		New South Wales .....	345,835.16
<b>Tongues (preserved)—</b>		Victoria .....	121,029.86
United Kingdom .....	12,769.72		1,599,519.02
New South Wales .....	360.12		
	13,129.84	<b>Greasy—</b>	
		United Kingdom .....	218,829.15
<b>Extract of meat—</b>		New South Wales .....	133,622.25
United Kingdom .....	57,157.08	Victoria .....	26,549.12
New South Wales .....	5,465.08		378,000.52
Western Australia .....	272.52		
Japan .....	34.06	<b>Total value of exports for</b>	
China .....	14.60	the year 1901 .....	10,224,526.38
	62,943.31		

## AMERICAN MANUFACTURERS AND EXPORT BUSINESS.

After attending the Commercial Congress in Philadelphia, the writer visited many of the manufacturing centers from New York to San Francisco. What particularly attracted my attention was, first, the want of information about Australia, very few being aware that the area is about the same as that of the United States, and, second, the utter lack of knowledge of how to secure the trade here.

Since returning to Australia, I have carefully noted opinions expressed here. Many American lines suit this market. They are prepared and packed satisfactorily, but are not well introduced. Some few months since, a firm of boot and shoe manufacturers requested information as to the requirements of this market, which was supplied them. When acknowledging the information, the firm said it had appointed an agent in New Zealand to represent them in Australia. This is almost equivalent to appointing an agent in Honolulu to work the United States.

Manufacturers desiring to secure trade with Australia should send a competent salesman to introduce their goods; those with lines like hand-power rock drills, for example, should appoint an active business agent in each center, and as an inducement, give the agency for a certain period. An export agent in New York, even with an office in Australia, is of very little service in securing trade here; what is worse is to appoint an agent in Sydney or Melbourne, who is already overloaded (some of them represent 20 manufacturers) and can not do justice to all. Townsville is the commercial center of North Queensland, which contains an area of 239,000 square miles; and these men do not come here oftener than once a year, and some only once in two years, and the time spent on these visits varies from three to seven days; consequently, some manufacturers get no other introduction than a passing notice to the effect that they have an agent in Australia.

**TOWNSVILLE, *August, 1902.***

The imports of the State of Victoria during the year 1901 amounted in value to \$94,636,700, against \$91,509,055 for the previous year, and the exports to \$93,230,485, against \$87,112,760. The bulk of this trade is transacted with Great Britain and the adjacent Australian States. The manufactures of the United States, however, steadily continue to gain favor, a good increase being shown over the previous year's imports.

The trade relations of the State are shown in the following table, giving the imports from and exports to different countries—the principal ones only being given—in the order of the value of imports:

Countries.	Imports.	Exports.
Great Britain .....	\$36,109,005	\$27,128,980
Australian States .....	31,202,300	27,854,190
United States .....	7,987,990	1,946,588
Germany .....	4,115,425	2,732,835
New Zealand .....	3,099,470	2,328,520
India .....	2,408,420	1,279,645
"va .....	2,579,880	173,350
"way .....	1,152,770	20

Countries.	Imports.	Exports.
Ceylon .....	\$1,033,495	\$2,790,585
Belgium .....	986,375	1,826,405
France .....	705,585	3,181,385
Hongkong .....	500,155	366,675
Canada .....	478,360	695
Japan .....	430,920	93,450
Italy .....	327,475	25,620
Mauritius .....	323,575	149,715
Peru .....	229,460	46,695
Straits Settlements .....	227,285	138,465
Sweden .....	221,920	.....
China .....	193,425	153,010
Russia .....	147,605	.....
Philippine Islands .....	137,610	88,790
Burmah .....	81,370	14,550
Greece .....	71,580	.....

The following tables show the principal articles imported into and exported from Victoria during the year 1901:

*Principal imports.*

Articles.	Value.	Articles.	Value.
Apparel and slops .....	\$1,256,500	Linen piece goods and manufactures .....	\$189,525
Arms, ammunition, and explosives .....	784,300	Live stock:	
Bags and sacks .....	1,401,390	Cattle .....	1,611,705
Beer, cider, and perry .....	614,415	Horses .....	1,228,575
Bicycles, etc., and parts .....	720,405	Sheep .....	2,613,005
Biscuits, bread, and dough .....	6,485	Pigs .....	11,010
Books .....	988,600	Machinery:	
Boots and shoes .....	257,515	Agricultural machinery and im-	
Brushware .....	87,595	plements .....	766,585
Butter .....	131,250	Cream separators .....	204,290
Candles .....	43,560	Sewing machines .....	173,430
Carpeting and drugging .....	367,040	Other .....	1,514,325
Cement .....	160,325	Matches and vestas .....	159,190
Cheese .....	36,795	Meats:	
Coal .....	2,230,290	Fresh beef and mutton .....	2,555
Cocoa and chocolate .....	291,755	Frozen beef .....	1,250
Coffee .....	277,965	Frozen mutton .....	199,275
Confectionery .....	125,535	Bacon and ham .....	9,570
Corks, cut .....	78,355	Preserved .....	100,370
Cotton piece goods and manufactures .....	5,161,510	Salted .....	3,110
Cutlery .....	192,300	Medicines .....	313,785
Drugs and chemicals .....	675,820	Metals:	
Dyes .....	140,150	Iron and steel, raw or partly	
Earthenware, brownware, china-		manufactured .....	2,650,355
ware, tiles, etc .....	528,640	Iron manufactures—	
Fancy goods .....	427,995	Pipes .....	427,390
Fish:		Wire and wire netting .....	807,315
Fresh .....	65,325	Railway rails, etc. .....	441,820
Preserved and salted .....	486,910	Iron and steel cordage .....	138,780
Shell .....	74,130	Plated and mixed metal ware .....	312,010
Fruit:		Other metal manufactures .....	2,006,390
Fresh .....	505,550	Milk, preserved .....	42,510
Preserved and dried .....	314,125	Musical instruments .....	610,880
Furniture and upholstery .....	252,630	Mustard .....	82,920
Glass and glassware .....	494,485	Oil and other floor cloths .....	538,220
Gloves .....	436,895	Oil of all kinds .....	1,934,290
Gold:		Oil men's stores .....	286,860
Bullion .....	4,598,535	Opium .....	60,060
Specie .....	1,375,000	Paints and colors .....	460,535
Grain:		Paper (including paper bags) .....	1,713,960
Unprepared—		Photographic goods .....	141,800
Oats .....	57,930	Salt (ordinary) .....	69,185
Wheat .....	1,172,950	Silk and silk manufactures .....	1,924,155
Other .....	31,835	Specie, exclusive of gold .....	259,010
Prepared—		Spirits .....	1,714,296
Flour .....	64,425	Stationery .....	278,785
Other (including malt and		Sugar and molasses .....	4,385,535
rice) .....	371,130	Tea .....	1,538,765
Haberdashery .....	1,789,210	Timber .....	3,001,515
Hats, caps, and bonnets .....	261,905	Tobacco, cigars, and snuff .....	1,300,260
Hides, skins, and pelts .....	1,261,975	Tools and utensils .....	312,015
Hops .....	126,935	Varnish .....	93,540
Hosiery .....	813,215	Watches, clocks, and watchmakers'	
Jewelry .....	353,475	materials .....	353,850
Lamps and lampware .....	114,900	Wine .....	307,485
Leather .....	726,825	Wool .....	9,200,330
Leatherware (including saddlery		Woolens and woolen piece goods .....	3,244,525
and harness) .....	96,330		



*Principal exports.*

Articles.	Value.	Articles.	Value.
Apparel and slops .....	\$1,026,560	Machinery—Continued.	
Bark .....	104,880	Other .....	\$1,322,435
Beer, cider, and perry .....	140,696	Meats:	
Bicycles, and parts, etc. ....	406,120	Fresh beef and mutton .....	1,185
Biscuits and bread .....	570,060	Frozen beef .....	172,480
Bones and bonedust .....	74,220	Frozen mutton .....	1,311,100
Books .....	483,496	Frozen rabbits and hares .....	594,796
Boots and shoes .....	364,935	Bacon and ham .....	460,220
Butter .....	7,223,070	Preserved rabbits .....	117,960
Candles .....	46,885	Preserved, other .....	232,435
Cheese .....	49,065	Salted .....	11,455
Coffee .....	62,800	Metals:	
Confectionery .....	72,710	Iron and steel, raw or partly	
Drugs and chemicals .....	282,600	manufactured .....	393,390
Fish, preserved and salted .....	185,255	Iron manufactures—	
Fruits:		Pipes .....	114,220
Fresh .....	481,925	Wire and wire netting .....	105,880
Preserved and dried .....	372,745	Railway rails, etc. ....	74,220
Furniture and upholstery .....	262,185	Iron and steel cordage .....	15,925
Glass and glassware .....	155,070	Plated and mixed-metal ware .....	39,015
Gold bullion .....	481,485	Other metals, manufactured .....	702,895
Grain:		Oils of all kinds .....	458,990
Unprepared—		Oilmen's stores .....	208,805
Oats .....	1,301,185	Onions .....	256,200
Wheat .....	7,219,060	Paper (including paper bags) .....	136,329
Other .....	124,985	Photographic goods .....	91,320
Prepared—		Potatoes .....	273,310
Flour .....	1,051,745	Skins:	
Oatmeal .....	64,695	Sheep .....	1,284,480
Other (including malt and		Rabbit .....	312,680
rice) .....	396,045	Other .....	122,750
Hats, caps, and bonnets .....	77,460	Soap .....	129,880
Hay, chaff, and straw .....	2,037,165	Specie .....	1,042,815
Hides .....	43,165	Spirits .....	425,000
Hops .....	82,325	Starch .....	130,025
Horns and hoofs .....	4,845	Stationery .....	289,990
Jams and jellies .....	435,750	Sugar and molasses .....	840,820
Jewelry .....	280,590	Tallow .....	502,715
Leather .....	1,606,260	Tea .....	956,115
Leatherware (including saddlery		Timber .....	182,400
and harness) .....	164,930	Tobacco, cigars, and snuff .....	568,490
Live stock:		Vegetables:	
Cattle .....	946,355	Fresh, unenumerated .....	27,925
Horses .....	1,508,620	Preserved and salted .....	45,160
Sheep .....	949,725	Wine .....	307,625
Pigs .....	36,285	Wool .....	21,755,425
Machinery:		Woolens and woolen piece goods....	390,245
Agricultural machinery and im-			
plements .....	598,160		

## TRADE WITH THE UNITED STATES.

The principal imports from and exports to the United States during the year are set forth in the following tables (compiled from the official returns of the customs department), all articles under the value of \$5,000 being eliminated:

*Principal imports from the United States, 1901.*

Articles.	Value.	Articles.	Value.
Acids .....	\$17,850	Carriage material .....	\$5,730
Apparel .....	8,175	Clocks .....	42,810
Arms, ammunition, and explosives .....	51,560	Cocoa and coffee .....	6,300
Axles .....	7,680	Cordage, iron, and steel .....	13,060
Bicycles and bicycle parts .....	80,360	Cotton piece goods .....	116,080
Blacking .....	7,445	Drugs and chemicals .....	15,120
Books and periodicals .....	23,835	Electric fittings .....	28,150
Boots and shoes .....	81,075	Fancy goods .....	19,540
Canvas .....	5,930	Fish, preserved .....	25,450
Cards, playing .....	5,340	Furniture .....	49,320
Carpets .....	7,030	Glass and glassware .....	49,565
Carriages and vehicles .....	19,890	Goods, unenumerated .....	5,800

*Principal imports from the United States, 1901—Continued.*

Articles.	Value.	Articles.	Value.
Government supplies (railroad materials, etc.)	\$204,300	Oil and other floor cloths	\$20,665
Grindery (shoemakers' material)	28,915	Paints and colors	19,865
Haberdashery	54,270	Paper:	
Hardware and ironmongery	67,310	Advertising matter, cardboard, etc.	20,810
Hops	9,460	Printing	468,990
Hosiery	7,490	Other	55,105
Implements, agricultural	356,930	Photographic goods	13,385
India-rubber goods	18,576	Plaster	20,920
Ink	6,506	Plated ware	40,930
Instruments:		Printing material	86,190
Musical	34,315	Resin	39,260
Surgical and scientific	57,990	Saddlery and harness	5,930
Iron:		Sausage skins	59,250
Bar and rod	127,715	Seeds, grass	7,070
Sheet	29,560	Soap, perfumed	21,900
Pig	18,425	Spirits	16,820
Pipes (wrought)	29,450	Stationery	21,905
Plates and rails (iron and steel)	449,606	Steel	71,765
Wire	213,490	Slates	55,620
Jewelry	18,506	Sugar, glucose	58,020
Lamps and lamp ware	29,220	Timber	632,060
Leather and leather ware	386,940	Tobacco:	
Machinery:		Manufactured	331,865
Engines, cream separators, etc.	230,800	Unmanufactured	294,380
Sewing machines	71,275	Cigars	123,115
Machine tools	80,045	Cigarettes	28,180
Maize	84,306	Tools of trade	107,020
Manufactures of metals	155,235	Turpentine	107,890
Meats, preserved	19,490	Twine	14,150
Medicines	74,306	Varnish	11,790
Oil:		Watches	24,275
Cod	5,675	Wax, paraffine	16,605
Kerosene	964,055	Wooden ware	116,775
Lubricating	254,720		
Other	82,955		

*Principal exports to the United States, 1901.*

Articles.	Value.
Wool	\$1,831,504
Sausage casings	19,653
Skins, rabbit, etc	49,873

The demand in this country is increasing for such products of the United States as agricultural implements and machinery, india-rubber goods, surgical and scientific instruments, iron and steel, leather ware, machinery, machine tools, manufactures of metals, medicines, kerosene, paints and colors, paper, slates, glucose, tobacco, tools of trade, turpentine, clocks and watches, wax and wooden ware, in all of which larger transactions are recorded than in the previous year.

## TRADE IN 1902.

I am indebted to the collector of customs at Melbourne for the following specially compiled return of the trade with the United States during the half year ended June 30, 1902.

Articles imported from the United States into Victoria during half year ended June 30, 1902.

Articles.	Value.	Articles.	Value.
Acids .....	\$4,805	Leather and leather ware .....	\$225,680
Apparel .....	13,750	Lime juice .....	355
Arms, ammunition, and explosives ..	40,347	Licorice .....	40
Art, works of .....	280	Machinery:	
Artists' material .....	50	Cream separators .....	6,440
Axles .....	10,985	Engines .....	4,045
Bags, fancy .....	30	Unenumerated .....	86,785
Beer, lager .....	1,000	Sewing .....	54,215
Belting, leather .....	580	Machine tools .....	9,165
Blacking .....	5,220	Malsena .....	15,155
Books, printed .....	19,240	Manufactures of metals .....	105,980
Boots and shoes .....	37,600	Manure .....	15,105
Bottles .....	245	Meats, preserved .....	10,650
Boxes, cardboard, etc. ....	245	Medicines .....	31,730
Brush ware .....	2,440	Medicinal herbs .....	1,805
Butter .....	6	Metal ware .....	4,750
Candles .....	10,855	Nails, iron, and steel .....	6,835
Canvas .....	4,465	Naptha .....	6,985
Canvas, playing .....	2,750	Oils:	
Carpeting .....	13,110	Kerosene .....	126,940
Carriages, etc. ....	18,180	Other .....	123,680
Bicycles and parts .....	39,280	Oilmen's stores .....	945
Carriage materials .....	9,920	Paints and colors .....	5,980
Casks and shooks .....	780	Paintings and engravings ..	2,335
China ware .....	150	Paper of all kinds .....	256,540
Clocks .....	21,580	Plaster .....	6,550
Cocoa and chocolate .....	8,680	Perfumery .....	2,055
Coffee .....	1,400	Personal effects .....	820
Combs, toilet .....	310	Photographic goods .....	4,680
Confectionery .....	2,475	Pipes, smoking .....	160
Copper ware .....	2,065	Pitch and tar .....	1,180
Cordage of all kinds .....	3,825	Plants .....	15
Corks .....	1,145	Plated ware .....	12,820
Cotton, piece goods .....	78,670	Printing materials .....	16,180
Cutlery .....	3,515	Quilts and cosies .....	95
Drugs and chemicals .....	6,175	Resin .....	44,885
Dyes .....	3,465	Rugs and rugging .....	115
Earthenware .....	700	Saddlery and harness .....	2,075
Electrical goods .....	5,505	Sauces .....	20
Engine packing .....	1,525	Sausage skins .....	25,560
Essences and essential oils ..	200	Screws .....	140
Fancy goods .....	6,530	Seeds of all kinds .....	10,170
Filters of all kinds .....	90	Silk, piece goods .....	50
Fish, preserved and salted ..	48,930	Soap .....	12,755
Fruits, bottled .....	50	Specimens of natural history ..	50
Furniture .....	32,580	Spices .....	565
Glass and glassware .....	19,925	Springs .....	1,550
Gloves .....	240	Spirits of all kinds .....	6,800
Glue .....	1,780	Sponges .....	115
Goods, unenumerated .....	4,165	Stationery .....	6,555
Government stores .....	80,650	Steel .....	6,470
Grain, barley, etc. ....	40,320	Stone, marble .....	45
Grease, antifriction .....	4,725	Slates .....	40,685
Grindery (shoemakers material) ..	20,285	Sugar, glucose .....	15,710
Gum, dry .....	410	Telegraphic goods .....	30
Haberdashery .....	9,455	Textile articles .....	2,040
Hair .....	1,320	Tiles .....	995
Hardware and ironmongery ..	6,785	Timber of all kinds .....	531,060
Hats and caps .....	1,070	Tin plates .....	925
Hops .....	470	Tobacco:	
Hosiery of all kinds .....	1,330	Manufactured .....	66,055
Implements, agricultural .....	234,315	Unmanufactured .....	314,475
India-rubber goods .....	6,640	Cigars .....	44,765
Insecticides .....	550	Cigarettes .....	8,705
Infants' and invalids' food ..	1,485	Tools of trade .....	93,915
Ink of all kinds .....	3,795	Turpentine .....	26,570
Instruments:		Twine .....	320
Musical .....	24,075	Towels, cotton .....	1,160
Scientific .....	2,780	Umbrella materials .....	65
Iron:		Varnish .....	3,140
Bar and rod .....	18,405	Vegetables .....	240
Pig .....	3,090	Watches .....	7,065
Pipes .....	7,830	Wax .....	19,840
Railroad rails .....	88,685	Wooden ware .....	67,750
Sheet .....	1,210	Woolen piece goods .....	800
Wire .....	116,090		
Jewelry .....	7,190	Total for half year .....	3,654,067
Lamps and lamp ware .....	19,006		

*Exports to United States from Victoria during half year ended June 30, 1902.*

Articles.	Value.
Butter .....	\$1,454
Miscellaneous goods .....	1,861
Oil, eucalyptus .....	1,428
Returned goods .....	13,223
Skins, rabbit, etc .....	82,047
Sausage skins .....	21,559
Wool .....	96,282
Total for half year .....	167,704

JOHN P. BRAY, *Consul-General.*

MELBOURNE, *October 1, 1902.*

## POLYNESIA.

### NEW CALEDONIA.

My consular district comprises the island of New Caledonia, with the Loyalty Islands to the east (having together an area of about 7,654 square miles); Uvea, or Wallis Island, to the northeast of Fiji (having an area of 37 square miles), and the New Hebrides group (having an area of 5,106 square miles). New Caledonia, the Loyalty Islands, and Wallis Island are definitely incorporated in the colonial possessions of the French Republic, but the New Hebrides are subject to a joint British and French control, an arrangement which can not be said to be wholly satisfactory. The native population of the New Hebrides numbers about 75,000, and there are about 400 white colonists—mostly French. The group is rich in natural resources of all kinds, but the absence of a properly constituted government and the uncertainty as to the ultimate destiny of these islands seem to operate against any considerable development of European enterprise.

With regard to New Caledonia and its dependencies, I have to report a very satisfactory progress. The white population of the colony is steadily increasing, both from the excess of births over deaths and from the arrival of voluntary immigrants.

#### IMMIGRATION.

The transportation of convicts has ceased since 1898, and the era of exclusively free colonization seems to have begun. The Government offers inducements of various kinds to immigrants, and affords facilities for the immigration of French laborers. In consequence, a steady influx of white colonists is setting in. To meet urgent needs, a considerable number of laborers are also being imported from Tonkin, Java, Japan, and India for domestic, agricultural, and mining purposes. The white population now numbers about 23,000. Javanese, Tonkinese, natives of India, and Japanese constitute about 3,000 of the population of the colony, and the aboriginal natives number about 30,000. The total population is about 56,000. The capital and principal seaport of the colony is Noumea, which has a population of about 10,000, mainly European. The bulk of the white inhabitants are French, but there are a considerable number of people of British birth or origin, and a sprinkling of Germans, Swiss, and Belgians.

#### LOCAL IMPROVEMENTS.

Noumea is a clean and healthy town, lighted by gas, having a good water supply, and provided with postal, telegraphic, and telephonic communication. Its port is one of the safest in the Pacific, containing excellent cabling, watering, and victualing facilities. During the last

twelve months, great improvements have been effected. The fine stone quay fronting the town has been considerably extended, and is now over 1,300 feet long. The ultimate length will be about 2,000 feet. The work is being continued. A pier is also to be constructed to enable the large mail steamers to discharge cargo, instead of into lighters, as is at present necessary. The construction of a dry dock has been commenced.

#### MINING.

The principal industry of the country is mining. The production consists mainly of nickel, cobalt, and chrome, in the extraction of which some 3,500 men are employed. In the extraction of nickel alone, 2,825 miners were employed during the last year. The production for 1901 showed a great advance on preceding years. Of nickel, 133,677 tons were extracted, and 132,814 tons were exported. As compared with the year 1900, this represented an increased exportation of 32,000 tons. Of chrome, 17,649 tons were produced, the quantity exported (about the same as the extraction) being 6,000 tons in excess of that of 1900. The production of cobalt amounted to 3,449 tons, being also in excess of the previous year.

The beginning of this year was marked by the advent of American capital into the field of local mining exploitation. At that time three mining companies were prominent here—the “Société le Nickel,” of Paris (a company controlled by the Rothschilds), the “Nickel Corporation, Limited,” of London, and the “Société Minière Caledonienne.” Now, the International Nickel Company of New Jersey, U. S. A., has acquired the entire ownership of the Société Minière Caledonienne, its business and properties, and the control of the Nickel Corporation, Limited, and it is anticipated that it will, in conjunction with the Société le Nickel, control the world's output of nickel. Our countrymen, therefore, occupy a very important position in the principal field of industrial activity here. This directs attention to America; and the good results anticipated from the influx of American capital and the assistance of American energy and skill give rise to a desire on the part of the people of the colony for closer and more extensive business relations with the United States.

The question of the local treatment of nickel ores is now being carefully studied by the great mining companies, and the year 1903 is likely to witness a revolution in the methods and processes employed. At the moment of writing, a fall in the selling price of nickel as well as of cobalt has partially suspended the high rate of production which characterized the year 1901 and the beginning of this year, but the general impression is that this will be only temporary.

#### AGRICULTURE AND PASTORAL INDUSTRY.

Agricultural progress during the last year has been satisfactory. The exportation of coffee as compared with the previous year was nearly double. The quality of the coffee produced is excellent, and the plant is free from the maladies which cause so much trouble to planters in other coffee-producing countries. It is apparent that the production of coffee will be one of the great industries of the colony in the future. At present, the low price prevailing in consequence of

overproduction in Brazil is a great handicap to the local planters. The country is well suited for agricultural production. The soil is, in places, fertile and well watered. The climate is salubrious and for nine months of the year most enjoyable, the heat being somewhat excessive for only two or three months. Most European agricultural products, as well as those of tropical and semitropical countries, can be raised. It is to be regretted, however, that as yet full advantage is not taken of natural conditions to raise a more abundant supply of vegetables and fruits.

Cattle breeding is carried on with success and is the source of the wealth of some of the most successful colonists.

#### BANKING.

The only banking firm carrying on business in the colony is the Banque de l'Indo-Chine. Its operations here during the year 1901 attained the sum of \$5,562,670, an increase of about \$1,100,000 over the preceding year.

#### COMMERCE.

The value of the colony's imports in 1901 amounted to \$2,639,155, an increase of \$293,137, or 12½ per cent, as compared with the previous year. The value of the colony's exports showed a still greater increase, amounting in 1901 to \$2,132,605, an increase of \$421,695, or nearly 25 per cent.

The following figures show the remarkable increase in the volume of the colony's external trade since 1898:

Year.	Exports.	Imports.	Total.
1898.....	\$1,299,470	\$1,881,252	\$3,180,722
1899.....	1,719,297	2,113,764	3,833,061
1900.....	1,710,910	2,346,018	4,056,928
1901.....	2,132,605	2,639,155	4,771,760

This shows for the year 1901, as compared with 1898, an increase of 64 per cent in the value of the exports and 40 per cent in the value of imports, and for exports and imports combined, an increase of over 50 per cent—no mean progress, it must be admitted, in three years.

The following table shows how the external trade of New Caledonia was divided last year between the various countries of the world:

Country.	Exports.	Imports.
France.....	\$566,652	\$1,423,099
French colonies.....		35,435
Total.....	566,652	1,458,534
Australia.....	315,458	1,043,400
England.....	570,136	36,856
United States.....	372,124	35,612
Germany.....	96,017	12,509
New Hebrides.....	67,931	.....
Holland.....	113,104	62,112
Java.....	41,183	.....
Total of foreign countries.....	1,575,958	1,180,631
Grand total.....	2,132,605	2,639,155

More than four-fifths of the value of the exports consist of metals. The other exports consist mainly of copra and coffee. Indigo, vanilla, pearls, and mother-of-pearl shells are also among the articles exported.

The customs tariff gives a strong preference to articles of French manufacture and production. Nevertheless, more than four-fifths of the imports, as the above figures show, come from non-French countries.

The articles hereunder specified are the principal importations from the countries mentioned:

*France.*—Wines, brandies, liquors, silks, tissues, hats, feathers, jewelry, watches, clocks, boots and shoes, stationery, canned goods and table delicacies, perfumery, medicines, earthenware, hardware, basket ware, cordage, mats, bicycles.

*Australia.*—Farinaceous foods, live animals, butter, cheese, fruits, grain, timber, building material, furniture, coal.

*England.*—Cotton goods, drapery, haberdashery, oils, colors, varnishes, whiskies, galvanized iron, steel, ship chandlery.

*United States.*—Oregon pine and spruce and other lumber, tobacco, sewing machines, petroleum, wire rope, mining and agricultural tools and implements.

*Germany.*—Lamp glasses, musical instruments, tissues, alcohol.

#### LICENSE FOR COMMERCIAL TRAVELERS.

I may mention that commercial travelers have to pay a license fee or "patente" amounting to 250 francs (\$48) for the first three months and the same amount for the second three months, payable in advance. Indeed, a general system of business licenses prevails.

#### IMPORTS FROM THE UNITED STATES.

As there is little direct communication between this country and the United States, the figures quoted above, showing the country from which imports come, do not give America due credit. Most American goods arrive here by way of Australia and are counted in the value of the imports from that country. Lumber is almost the only article imported direct from America. This absence of direct steam communication is obviously a most serious drawback to the development of our trade with the colony. Our goods are highly appreciated by local buyers, especially machinery, mining and agricultural implements and tools. A ready demand exists for wheat, canned goods, tobacco, and other commodities, but our trade is handicapped by the lack of direct transportation facilities. Wheat could be imported in large quantities, if shipped direct. New Caledonia is at present almost entirely dependent on Australia for farm produce. Flour has lately advanced in price; in consequence, the people of Noumea have to pay an additional cent for a small loaf of bread. New Caledonians would gladly welcome the ships that would bring flour, wheat, and other products from San Francisco. Since my arrival here, I have done my best to direct attention to our goods and to push trade, and I am confident that good will result from my efforts in the immediate future. I may mention that the usual terms of credit are very liberal. Six, nine, and twelve months are commonly given, and rarely is a draft accepted before goods arrive.



## TRANSPORTATION FACILITIES.

Three lines of steamers provide the colony with transportation facilities to and from various parts of the world. The fine boats of the *Messagéries Maritimes* call monthly from Marseilles via Colombo and the Australian ports Albany, Adelaide, Melbourne, and Sydney. An auxiliary steamer is also sent by the same company once a month from Sydney.

A steamer of the Australian Navigation Company (British) calls at Noumea once a month on the way to Fiji. A new company, recently formed for the mail service on the New Caledonian coast, with an annual subsidy of \$30,000 from the local government, also runs a monthly steamer to and from Sydney.

The following steamers are employed by the *Messagéries Maritimes* in the service:

Name of ship.	Tonnage.	Horse-power.
Armand Behic.....	6,587	7,200
Ville de la Clotat.....	6,581	7,200
Australien.....	6,507	7,200
Polynésien.....	6,506	7,200
Pacifique.....	2,000	1,500

A large number of sailing vessels call at New Caledonia. Among them is a line of French clippers averaging 4,000 tons each, represented by a local firm—Messrs. M. Berthelin & Co. The disadvantages under which American exporters labor in the absence of direct communication between this colony and American ports seem likely to be dissipated at no distant date. Negotiations are pending between the Oceanic Steamship Company and the Government of New Caledonia, with a view to the stoppage at Noumea of the steamers of that company on their way between San Francisco and Sydney. Nothing definite, however, has as yet resulted.

In conclusion, I may mention that internal communication throughout the colony is gradually becoming easier. A great many new roads have been opened during the year, and the railway in course of construction—which is to be extended as far as Bourail, a distance of about 100 miles—is expected to be finished to Dumbea, 12 miles from Noumea, at the beginning of next year.

The principal means of communication is, however, afforded by the coastwise steamers of the Union Commercial. One of the small steamers of this company leaves Noumea for each coast bimonthly, and returns about ten days later, having stopped at all the principal towns both going and returning.

GEORGE M. COLVOCORESSES,  
*Commercial Agent.*

NOUMEA, *December 1, 1902.*

## SAMOA.

• The year ended June 30, 1902, has not been a prosperous one for German Samoa. Owing to the drought in 1901, the copra crop, the principal product of the island, fell off considerably, and thus the power of purchasing merchandise was greatly reduced; but the prospects for the coming year are very promising, as the short, sharp showers, of almost daily occurrence during the last few months, assure a rich yield of cocoanuts. The greater activity of copra buyers for colonial and European houses, in connection with more favorable shipping facilities to the colonies and Europe, has practically ended the copra exports to the United States. Only one shipment of copra and cocoanuts (of \$740.95) has been made from German Samoa to the United States.

## CACAO.

Cacao growing is still in an experimental stage, and it will require from five to six years before this product can become a valuable factor in the export trade. The price of uncultivated land is steadily increasing, and many new settlers are expected within the near future, which should mean prosperity for the islands. Companies or individuals who intend to carry on planting operations should have a large capital at their disposal, as the cost of clearing the land, planting, etc., necessitates an outlay of from \$150 to \$200 per acre, with no return from the investment for four or five years. As the climate does not permit a white man, without serious injury to his health, to do much outdoor work, the planter is compelled to depend on native help, and here, as in all tropical countries, the native shows very little inclination for constant toil.

## IMPORTS.

The imports from the United States show a marked decrease from the year 1900, and appear unfavorable in comparison with those of other commercial nations. Germany's decrease was only 6 per cent, and that of England and her colonies 26 per cent, while the United States reached the high mark of 39 per cent. Since the San Francisco steamers stopped calling at Apia, the commercial traveler has also ceased to make his regular visits. No house here is making a special effort to introduce American goods, and only those of our articles are sold that can not be obtained as cheaply in any other market. The United States supplies, probably, all of the salmon, pilot bread, and kerosene, the latter coming by way of Sydney; most of the lumber and hardware—as axes, hatchets, and tools, but no knives—and a small part of the prints, long cloth, handkerchiefs, and piece goods, which form a staple article of native trade. Galvanized roofing iron, which is always in good demand, is imported chiefly from Sydney.

## SHIPPING FACILITIES.

The Samoan Transportation Company, of San Francisco, has recently purchased a schooner and intends to establish a regular service between San Francisco and Samoa. Should this undertaking prove to be a success, other and larger vessels of American registry will be purchased for this trade. The merchant marine consists of about 19 small

schooners and sloops, of which one is of 160 tons register and the balance vary from 10 to 45 tons. The following vessels were added to the merchant marine during the last twelve months: Schooner *Rosabel*, 45 tons register, built in Samoa; motor schooner *Elfriede*, 45 tons register, purchased in Auckland; motor schooner *Samoaana*, 160 tons register, purchased in Auckland. With the exception of the last two vessels, none are engaged in foreign trade.

#### TARIFF: EXCHANGE.

The customs tariff has remained unchanged since April 1, 1901,<sup>a</sup> as also the value of United States gold. One dollar is equal to 4 marks 19 pfennigs.

Merchandise subject to a special duty is assessed according to the following valuations:

Beer .....	liter <sup>b</sup> ..	\$0. 238	Tobacco.....	kilogram <sup>c</sup> ..	\$0. 952
Liquor .....	do....	. 476	Cigars and cigarettes .....	do....	4. 760
Wine.....	do....	. 357	Rifles .....	piece..	23. 800
Champagne.....	do....	1. 190	Powder .....	kilogram..	. 952

#### POSTAL MONEY ORDERS.

A great convenience to the public has been effected by issuing postal orders on the United States, Europe, and the British colonies. These are issued to any amount required, but the amount of each order is limited to 400 marks (\$95.20) for orders on the United States and the colonies and to £10 (\$48.66) for orders on Europe. The cost of remitting 400 marks in this manner would be 1 per cent, if 1 mark is reckoned at 23 $\frac{8}{10}$  cents. The amount received in the United States would be \$94.34.

#### TAXES: LICENSES FOR COMMERCIAL TRAVELERS.

The building tax is 1 per cent yearly on the assessed value, except on native Samoan houses. A small yearly tax has to be paid by persons carrying on trades and professions. Storekeepers pay store taxes of from \$10 to \$100 per annum, according to the business done. Commercial travelers must pay 100 marks (\$23.80) for a license each time they land. Samples are duty free.

#### TRADE METHODS.

Every four or six months, commercial travelers, furnished with full sets of samples, each representing several houses, arrive here from Sydney and Auckland. This system prevails to a great extent throughout many of the South Sea Islands, and as it has been found profitable, I recommend the same plan to our merchants and manufacturers of hardware, roofing iron, tinned provisions, bicycles, and all kinds of soft goods.

#### STATISTICS.

I append extracts from the Imperial Government Gazette of May 31, 1902. This report comprises the whole year's transactions, from April 1, 1901, to March 31, 1902—the German fiscal year:

<sup>a</sup>See Commercial Relations, 1901, Vol. I, p. 1119.

<sup>b</sup>1 liter = 1.05 quarts.

<sup>c</sup>1 kilogram = 2.2046 pounds.

*Shipping of Samoa.*

## MERCHANT VESSELS.

Nationality.	Steamers.				Sailing vessels.				Total.			
	Number.		Registered tons.		Number.		Registered tons.		Number.		Registered tons.	
	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.
Germany.....	14	5	1,678	210	19	.....	325	.....	33	5	2,008	210
Great Britain.....	74	43	38,064	45,045	24	8	848	181	98	46	28,902	45,226
United States.....	.....	13	.....	25,207	22	5	1,645	1,068	22	18	1,545	26,265
Denmark.....	.....	.....	.....	.....	3	7	1,646	4,063	3	7	1,646	4,063
Norway.....	.....	.....	.....	.....	7	2	4,619	1,392	7	2	4,619	1,392
Total.....	88	61	39,732	70,462	75	17	8,983	6,694	163	78	48,715	77,156

## MEN-OF-WAR.

Nationality.	Name.	Class.	Displacement.	Number of crew.
			<i>Tons.</i>	
Germany.....	Cormoran.....	Small cruiser.....	1,628	162
Argentina.....	Presidente Sarmiento.	School ship.....	2,800	322
Great Britain.....	Pylades.....	Small cruiser.....	1,420	172
United States of America.....	Wisconsin.....	Battle ship.....	11,500	598
Do.....	Abarenda.....	Collier.....	3,123	76

*Trade statistics, fiscal year 1901.*

## IMPORTS.

Articles.	Total.		Government supplies, duty free.		Origin.	
					Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Beer.....liters <sup>a</sup> .....	58,532	\$13,930.62	.....	.....	50,807	\$12,092.07
Liquor.....do.....	10,815	5,147.94	.....	.....	4,243	2,019.67
Wine.....do.....	6,774	2,418.32	.....	.....	3,404	1,215.23
Champagne.....do.....	1,156	1,375.64	.....	.....	878	1,044.82
Tobacco.....kilograms <sup>b</sup> .....	566	538.83	.....	.....	68	64.74
Cigars and cigarettes.....do.....	636	3,027.36	.....	.....	397	1,889.72
Guns.....number.....	4	95.20	.....	.....	3	71.40
Powder.....kilograms.....	281	267.51	.....	.....	42	89.98
All other merchandise.....	.....	347,118.83	.....	c\$9,286.52	.....	81,416.70
Total.....	.....	373,920.25	.....	9,286.52	.....	99,854.38

Articles.	Origin.					
	New Zealand, Fiji, Australia, etc.		United States.		Other countries.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Beer.....liters <sup>a</sup> .....	4,798	\$1,141.92	1,296	\$308.45	1,631	\$388.18
Liquor.....do.....	2,634	1,253.78	665	316.54	3,273	1,557.96
Wine.....do.....	829	295.95	798	284.89	1,743	622.25
Champagne.....do.....	25	29.75	36	42.84	217	258.23
Tobacco.....kilograms <sup>b</sup> .....	470	447.44	17	16.18	11	10.47
Cigars and cigarettes.....do.....	154	733.04	33	157.08	52	247.52
Guns.....number.....	.....	.....	.....	.....	1	23.90
Powder.....kilograms.....	234	222.77	5	4.76	.....	.....
All other merchandise.....	.....	204,718.44	.....	56,543.59	.....	4,440.10
Total.....	.....	208,843.09	.....	57,674.33	.....	7,548.50

<sup>a</sup> 1 liter = 1.05 quarts.<sup>b</sup> 1 kilogram = 2.2046 pounds.<sup>c</sup> Merchandise from—

Germany.....	\$3,241.56
Australia.....	5,521.36
United States.....	523.60
Total.....	9,286.52

## Imports of money:

Germany (gold, silver, nickel, and copper coins).....	\$45,220.00
Australia (silver coins).....	952.00
United States (silver coins).....	1,237.60
Total.....	47,409.60

*Recapitulation of imports, 1901-1900.*

From—	Value of imports.		Decrease, 1901.
	1901.	1900.	
Germany.....	\$99,864.34	\$106,332.25	\$6,477.92
New Zealand, Fiji, Australia, etc.....	208,843.09	280,456.06	71,614.97
United States.....	57,674.33	94,131.80	36,457.47
Other countries.....	7,548.50	20,260.93	12,712.43
Total.....	373,920.26	501,183.06	127,262.79

*Exports of agricultural products.*

Articles.	1901.			1900.		
	Quantity.	Value.	Total.	Quantity.	Value.	Total.
Copra.....tons.....	4,576	\$49.98	\$228,708.48	6,450	\$46.41	\$299,344.50
Cocoanuts.....per hundred.....	58,836	.962	512.52			
Cacao beans.....kilograms.....	7,274	.357	2,596.82	1,552	.2836	443.25
Bananas.....do.....	17,175	.238	408.76			
Pineapples.....do.....	83,300	.714	5,947.62	365	.1190	102.38
Tobacco, Samoan.....do.....	174	.476	82.82	354	.476	168.50
Coffee.....do.....	40	.476	19.04			
Fruit and orange trees.....number.....	1,550	.1190	184.45			
Kava root.....kilograms.....	1,781	.476	847.76	2,408	.4998	1,201.02
Lemons.....do.....	2,000	.476	95.20			
Total.....			239,403.47			301,260.20

a 1 kilogram = 2.2046 pounds.

Deficiency in comparison with 1900, \$61,856.73.

*Transit trade in copra produced in other South Sea Islands.*

Year.	Quantity.	Price per ton.	Total value.
1901.....	<i>Tons.</i> 1,572	\$49.98	\$78,568.56
1900.....	840	46.41	38,984.40
Increase in 1901.....	732		39,584.16

The imports from the United States at this port from July 1 to December 31, 1901, inclusive, were \$26,748.59; from January 1 to June 30, 1902, \$49,431.45; total, \$76,180.04.

The exports from January 1 to June 30, 1902, were: Copra and cocoanuts, \$740.95.

GEO. HEIMROD, *Consul-General.*APIA, *September 3, 1902.***NAVIGATION IN FRENCH OCEANIA.**

About the 1st of December of the present year, a steamer of 350 tons burden will start regular trips from Papeiti to the various island groups in French Oceania. It is understood to be an attempt to ultimately establish a line flying the French flag carrying mails to New Caledonia, to the United States, and to France via the Panama Canal.

In January of last year, the Union Steamship Company's steamer *Croix du Sud*, of 300 tons burden, went ashore on a concealed reef in

the Poumouta Islands and caused a loss of \$60,000 to her owners. The company had the further misfortune of failing to secure a contract for a period longer than one year for the mail service in this section. Having, therefore, no better prospect, it was deemed wise to withdraw the service. The profits were offset by the loss of the uninsured vessel. In this way, the flag of Great Britain retires from the contest in the interisland trade.

The house of Ballande, a firm strongly intrenched in France and some of her colonies, has entered into an agreement with the local government here whereby a French line will be inaugurated to replace the British one. The period is one year, but it is believed that when the bids are called for a year hence, the house of Ballande will again be able to secure the contract.

The subsidy is 126,000 francs (\$24,000) for the year, of which sum 6,000 francs (\$1,150) are contributed to enable the company, twice a year if necessary, to dock and clean the vessel at Noumea, New Caledonia; and it is understood that during the absence of this vessel the firm will not replace her.

Papeiti will be the distributing point, from which the runs will be as follows: To the Marquesas and Poumontas (upper section), sixteen days; to the Leeward Group of the Society Islands, four days; from Papeiti again to the Poumontas (lower section), the Gambier and Austral groups, seventeen days. The profits are not likely to be large, but this enterprising firm is expected to establish trading agencies of its own in various sections in the district, and has purchased, I hear, a large depot at Papeiti for a wholesale establishment. This feature of the scheme is meeting with opposition. The house of Ballande already controls all trading and transportation interests in the vicinity of New Caledonia, and has lines to Indo-China and Australia.

The completion of the Panama Canal may mark the extension of this line to France.

WILLIAM F. DOTY, *Consul*.

TAHITI, *November 15, 1902.*



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